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# Two Seat Hunters
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Scale AVIATION Modeller International

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# Editorial

## Oh the Barnyard is Busy

Spring is making a desperate attempt to break through the almost intergalactic depression that seems to have gripped us all, with the constant reportage of economic downturn and imminent doom. Smug in our cocoon of Editorial privilege we have been looking out of our windows and watching the rain stream down the glass. 'Now,' it seems to be telling us, 'is not a good time to venture out of doors.'

No one has told the Editorial frogs this. As usual they have woken up at the first whiff of warmer weather and fallen to with a will. Usually a sharp frost comes along and kills all the spawn, but this year – thanks to educational commitments and the need to introduce the children to the life cycle of *Rana Temporaria* – we have bestirred ourselves to keep an eye on the weather forecast and once the inevitable freeze was announced for the coming weekend a sizeable proportion of the stuff was scooped up out of the pond into a large Sainsbury's bucket and deposited on the floor in the office, somewhere between my modelling bench and the computer desk.. Here it remains, smelly and singularly unattractive, awaiting the all clear.

This seems to be a long time coming, and the process seems to have accelerated development somewhat, as where initially a glance into the bucket was rewarded by a blank stare from 20,000 or so tiny eyeballs, now the pupils are narrowing to slits and soon they will hatch. This in turn means they will have to wait a week or so before going back into the pond, as they can't be upturned while still feeding on the egg sac, so the 1/144 Starfighter port intake, which fell into the depths, will have to wait until they are hatched and released before I can continue with that project. Memo to self. Be careful with the airbrush while this enormous foster family is in the vicinity of the bench.

We Editors have certainly been venturing out of doors, and the annual SAM Publications trip to Nuremburg allowed us an opportunity to meet with many names and faces from the hobby and see how business was from their point of view. There was certainly little evidence of pessimism throughout Halls 7 and 7a, where most of the relevant manufacturers are located, and looking at the plans for 2009, it would seem that the plastic model kit industry is weathering the worst of the storm.

Domestic shows, too, have suggested that this is largely the case, and our annual trip to Huddersfield was as enjoyable as ever. This event seems to get better every year, and a look from the balcony down onto the throng below suggests that a record attendance may have been on the cards. South Shields and the Southern Expo are looming, and hopefully by the time I return from these, the slippery guests will have been evicted from the office and life will be able to return to normal.

**How much will you pay for a 1/48 Vulcan when the time comes?**

**Special Hobby's Silver Wings Skua in 1/48. A good buy at any price**

**Huddersfield simply gets better every year. Once again – a supermarket full of plastic – but just for one day!**

As for the credit crunch, the most noticeable effect this has so far produced has been the increase in letters to the Editorial desk complaining about the increase in kit prices, and as readers have been sufficiently moved to write on the subject, some response at least is clearly appropriate. My own position is that I have never complained about the price of a kit, never bought one if I thought it was too expensive, and never hesitated if it was something I wanted. In answer to one reader's query 'would you pay £100 for a 1/32 Lightning?' my answer is 'No. But I would for a 1/32 Skua.' Looking at my local model shop only yesterday I was astounded to see a 1/72 diecast Jaguar priced at £42. It resembles a reasonably well-made Matchbox kit, with an ill-fitting canopy, rudimentary interior detail, and joint lines and panel engraving that look like a map of the Somme. Now that is something I would regard as 'too expensive,' even if I wanted it, but diecasts have been selling for astronomical prices for years. Perhaps we might consider instead that rather than kits now being too expensive, they have simply not kept pace with inflation as the price of bread, petrol, and 'Ecopond Tadpole Food' has shot through the roof.

I realise I stand at risk of accusations of pandering to an industry that pays to advertise in these pages, but to be honest I can't understand what all the fuss is about. This is a hobby, and while it is also a passion, it is not so much our ability to enjoy building models that will be affected, but our ability to stockpile more than we will never get round to building. If we don't like the price we don't have to buy, and there will always be many, many more kits we want to build that we can afford, and perhaps, if we want to shell out for that essential purchase, we might liquidate some assets first? Some of the second hand bargains going at Huddersfield were astonishing...

**This grainy captured image depicts members of the modelling glitterati discussing the C-wing. One well aimed water balloon lobbed off the balcony would have settled the issue...**

This, of course, is a simplified view, but it takes me literally months to finish a kit, and the value for money I get from even the most expensive is considerable. Perhaps one thing it might be worth considering, though, if in doubt over a hefty outlay, is 'what am I going to do with it when I get it home?'

● SAM!

**Gary Hatcher**
**Editor, Scale Aviation Modeller**

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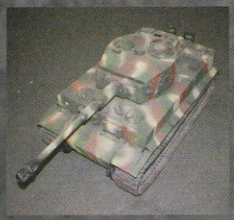

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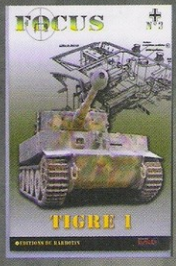

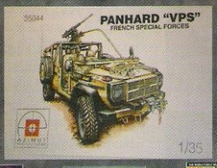

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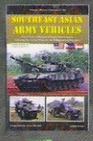

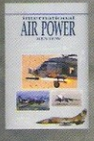


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# News

## Silver Things

### SILVER WINGS

Silver Wings are a new company founded by modellers of extensive experience in Cracow, Poland. The first release is previewed elsewhere, but the second release will be a 1/32 Heinkel He 51, carrying markings for either Luftwaffe or Spanish Civil War. This will be followed up by a further two British flying boats in 1/72.

In the second part of the year Silver Wings also plan to release an as-yet unnamed American biplane fighter from the 1930s in 1/32.

Heinkel HE 51

For more information and photos about this exciting new name visit the website at www.silverwings.pl

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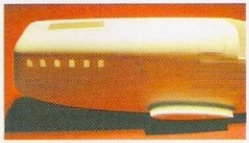

**MONTHLY PRIZE DRAW**

**Subscribers' Monthly Prize Draw**

**March 2009**

**Mr Stubbs, UK – Kit**

**Mr Rimquist, Sweden – Kit**

**Mr Langley, UK – Kit**

Entry to the monthly prize draw is FREE to all subscribers.

## Points to Percival

### CMR

CMR have just finished their latest Venom models, these being the FB.1 and the FB.4, with the photo recce version under development. Meanwhile

the Hunting Percival Jet Provost T.3/T.4 (#192/£TBC) will be ready in March, and the Bristol Sycamore HC/HR.14/Mk 52 will follow this.

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## Lynx List

### HOBBYBOSS

Readers will recall our February issue in which we printed an enormous list of HobbyBoss kits announced for 2009? The new catalogue has been issued, and they are all in it, including the 1/32 Stormoviks, but when we can expect any particular item is unclear.

One thing we will mention now is that yet another Lynx has been added to the line-up, this being the Danish Navy's Mk 90, in its attractive blue colour scheme, and this constitutes the fifth boxing of the kit – and they have not even begun to address Army variants yet.

No big surprises from the catalogue, then – just confirmation of the very surprising range of good things to come.

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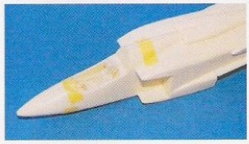
## Barrier Harrier as Carrier Harrier?

### FREIGHTDOG

Freightdog continue to be busy with their various product lines. Due for release at IPMS Southern Expo was the long awaited 1/72 Silver Cloud Hawker P.1154 'Supersonic Harrier.' For anybody who has the small scale Airfix TSR.2 stashed away, this will be the perfect model to display alongside. Mastered and cast in resin by Anigrand, the kit builds up into what might have been the RAF's first VSTOL aircraft, deemed too complicated and cancelled after lengthy development at an advanced stage in favour of the much smaller and simplified Harrier GR.1. Included in the kit are three RAF decal options of what might have been, however a little imagination will open up a wealth of options, including the many RAF Spey powered Phantom squadrons that could have operated the P.1154 instead.

Meanwhile under the Blue Max label, the 1/48 Sopwith Dolphin is being re-released after a long period of unavailability, whilst the Sopwith Snipe will also reappear with colourful Inter-War decal options added.



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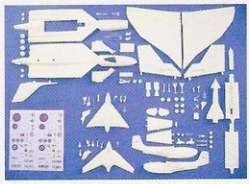
## Like a Tea Tray in the Sky

### ANIGRAND

The latest in Anigrand's 1/144 V-Bomber trio is now out, in the sublime and unmistakable shape of the Avro Vulcan B.2 (#AA-4028/$88.00). The kit contains parts and decals to enable Falklands warrior XM607 or Blue Steel missile armed XH554, and features eighty-two resin parts, with clear cast canopies. The wing span is 235mm, so it's eminently manageable and will sit nicely next to a row of Revell Hunters!

As usual the package includes three additional kits, all British prototypes, and we invite you to guess which ones they are from the accompanying silhouettes.

Further releases in 1/144 will include the Lockheed XB-30 Constellation, due in March, the Douglas XB-31 Raidmaster, due in April, and the Consolidated B-32 Dominator, also due in April and certainly one of the most handsome aircraft in the series so far.



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# Lucky Bag

## KINETIC

A glance at LuckyModels' website will reveal all the latest from Kinetic, and we are very pleased to see more releases in the F-16 series from this source, as well as a RCAF Golden Hawks Sabre boxing in 1/32.

Kinetic's next F-16 will be the F-16I *Sufa* (#48006/£TBC). This two-seater, is the IAF's latest version of the F-16 and is based on current Block 50/52 production aircraft. The F-16I has a 52,000 pound take-off weight, considerably more than the earlier F-16s in IAF service, and carries AMRAAM air-to-air missiles. The aircraft has structural, plumbing, and wiring provisions for the Conformal Fuel Tanks (CFT) that Attach to the upper surface of the F-16's fuselage. This can dramatically increase the operational radius for long-range missions and enable a long-range strike mission to be flown with a full weapons load, and still engage in air combat when external (370 gal) fuel tanks have been dropped. At subsonic speeds the CFT have neglible effect on the aircraft agility and aircraft so fitted retain nearly full handling qualities, flight limits, and signature. The CFT set can be fitted or removed in less than two hours.

The *Sufa* will be accompanied shortly by the F-16C Block 40 *Barak*, also in 1/48 (#48012/£TBC).

The NATO Viper will also receive a companion in the shape of the F-16D Block 52+

(#48010/£TBC) in Polish markings. Poland's F-16s are considered the most advanced in NATO. Features of the Block 52+ include an AN/APG-68(V) 9 radar fire control system (AIDEWS), JHMCS which can fire AIM-9X, AIM-120C, AGM-154 and various precision guide ammunitions. The aircraft employs the Sniper XR (AAQ-32), which is an advanced targeting pod designed with an infrared pointer, laser, day TV, forward looking infrared, laser spot tracker and advanced algorithms. The Polish Air Forces also include the Conformal Fuel Tank to extend the mission range.

The full Kinetic range can be viewed at www.luckymodel.com

● SAMI

# Not Gnat

## AIRFIX

Further to the report on the beast in our Nuremburg show coverage, Airfix advise the 1/24 de Havilland Mosquito kit is getting closer. The kit has certainly provided a talking point, and this has been fuelled by the video of the CAD data used to design and create the model, which has appeared on the Internet on *You Tube*.

It has taken over 10 months to design the kit using information from the former Airfix Company and the de Havilland Museum at Salisbury Hall, near Hatfield. Records from the Yorkshire Air Museum in Elvington were used for the NF.II variant. The model will have a wingspan of 688mm and a length of 545mm, and at the last count comprised 620 parts. Coded #25001, the kit sparked rumours when it failed to appear in a listing for new kits in 2009. 'This,' a spokesman explained, 'is because it is

an item delayed from 2008.'

There will be two options, the NF.II and the Fighter Bomber FB.VI, with five marking options provided. No doubt the decal sheet will be on the large side:

FB.VI 418 Sqn, *City of Edmonton*, RCAF

FB.VI 143 Sqn, Banff Strike Wing

FB.VI 1 Sqn, RAAF, 1945

NF.II 23 Sqn, Luqa, Malta, 1943

NF.II 23 Sqn, Ford, 1943

● SAMI

NEW IN APRIL

# At a Glance

Not so much a glance this month, as scanning this list will require some serious poring, and it is good to see after last month's austerity that the industry is putting forth product at a pace unrivalled even by the Editorial Frogs. Some of these – like the Revell Ju 88 and the Trumpeter Lightning even seem to have grown legs. Or so it would seem, as according to dealers they are walking off the shelves...

| | | | | |
|---|---|---|---|---|
| A Model | #72143 | 1/72 | Yak-25M | £22.30 |
| A Model | #72165 | 1/72 | Yak-25K/S | £22.30 |
| Airfix | #03068 | 1/72 | FMA IA 58A Pucara | £7.33 |
| Airfix | #05040 | 1/72 | Focke Wulf Mistel | £12.99 |
| Airfix | #10101 | 1/48 | BAC Canberra B.2/B.20 | £29.99 |
| Airfix | #50028 | 1/72 | Douglas C-47 Dakota | £21.99 |
| Airfix | #50042 | 1/72 | BAe Harrier GR.7 | £14.99 |
| AMC Models | #7207 | 1/72 | Grumman F4F Wildcatfish | £31.65 |
| Anigrand Craftswork | #5008 | 1/144 | X-33, X-34, X-37, X-40A, X-42 X-planes | £71.65 |
| Anigrand Craftswork | #5009 | 1/144 | Martin SLV-5C Titan IIIC | £72.99 |
| Anigrand Craftswork | #7285 | 1/72 | Lockheed AH-56A Cheyenne | £44.99 |
| AZ Models | #48029 | 1/48 | Kellet 1A/B US Autogiro | £27.60 |
| AZ Models | #72037 | 1/72 | Fokker C.X over Finland | £16.70 |
| AZ Models | #72049 | 1/72 | Fokker C.X Finnish Air Force on Skis | £16.70 |
| AZ Models | #72060 | 1/72 | Hawker Hart Fighter/Hart Mk I | £14.99 |
| AZ Models | #72061 | 1/72 | P-66 Vanguard USA, China | £14.30 |
| AZ Models | #72062 | 1/72 | P-48 Vanguard RAF, Sweden | £14.30 |

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|---|---|---|---|---|
| AZ Models | #72063 | 1/72 | Auster AOP Mk III. RAF | £13.50 |
| AZ Models | #72064 | 1/72 | Auster AOP Mk III | £13.50 |
| Bra.Z Models | #4532 | 1/144 | IL-62M Ukrainian | £59.99 |
| Classic Airframe | #4154 | 1/48 | Heinkel He 51 Richtofen | £35.99 |
| Dragon | #3207 | 1/32 | Messerchmitt Bf 110D-1/R-1 | £99.99 |
| Eduard | #1137 | 1/48 | Spitfire LF Mk Vc | £31.99 |
| Eduard | #3001 | 1/32 | Messerschmitt Bf 109E-1152 | £47.99 |
| Eduard | #8222 | 1/48 | Grumman F6F-5 Hellcat | £22.50 |
| Eduard Weekend | #8490 | 1/48 | Fokker Dr.I Hans Weiss | £12.80 |
| Fonderie | FM411 | 1/48 | Durandal SE 212 | £44.99 |
| F-rsin | #4468 | 1/144 | Fokker F27 Air France | £43.70 |
| F-rsin | #4476 | 1/144 | Fokker F27 Iberia | £43.70 |
| F-rsin | #4477 | 1/144 | Fokker F27 Sabena | £43.70 |
| F-rsin | #4478 | 1/144 | Fokker 27-500 Air Inter | £43.70 |
| F-rsin | #4479 | 1/144 | Fokker F27 Air Inter new colours | £43.70 |
| F-rsin | #4483 | 1/144 | ATR-72-500 Air New Zealand | £39.99 |
| Hasegawa | #0929 | 1/72 | Heinkel He 111H-8 with Balloon Cutter | £49.99 |

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|---|---|---|---|---|
| Hasegawa | #0935 | 1/72 | RF-4B Phantom II VMCJ-1 | £24.99 |
| Hasegawa | #0937 | 1/72 | F-15A Eagle ANG | £24.99 |
| Hasegawa | #0938 | 1/72 | F-14B Tomcat VF-103 Jolly Rogers | £29.99 |
| Hasegawa | #0939 | 1/72 | Junkers Ju 88A-4 Finnish Air Force | £29.99 |
| Hasegawa | #8188 | 1/32 | P-40K Warhawk | £40.99 |
| Hasegawa | #8190 | 1/32 | Kawasaki Ki-61-I Hien (Tony) 68th Flight | £39.99 |
| Hasegawa | #9832 | 1/48 | F-15DJ Eagle Aggressor | £37.99 |
| Hasegawa | #9834 | 1/48 | Mitsubishi A6M2b Zero Type 21 | £22.99 |
| Hasegawa | #9835 | 1/48 | Douglas SBD-4 Dauntless VMSB-233 | £32.99 |
| Hasegawa | #9836 | 1/48 | Kawasaki Ki-45 Kai Koh Toryu (Nick) | £33.99 |
| Hasegawa | #9837 | 1/48 | SAAB J 35F/J Drakken Swedish Air Force | £31.99 |
| Hasegawa | #9838 | 1/48 | Messerschmitt Bf 109G-6/14 Hartmann | £22.99 |
| Hasegawa | #9839 | 1/48 | RF-4B Phantom II VMFP-3 | £33.99 |
| Hasegawa | #9840 | 1/48 | Mitsubishi A6M1 12-SHI Experimental Zero | £22.99 |
| Hasegawa | #9841 | 1/48 | Focke Wulf Fw 190A-8/R8 | £26.99 |

## NEW IN APRIL

| | | | | |
|---|---|---|---|---|
| Hasegawa | #9842 | 1/48 | F/A-18E Super Hornet VFA-137 Kestrels | £49.99 |
| Hasegawa | #9843 | 1/48 | P-40M Warhawk Finnish Air Force | £23.99 |
| Hasegawa | #10737 | 1/200 | Boeing 737-800 ANA Triton Blue | £14.99 |

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|---|---|---|---|---|
| Hasegawa | #E30 | 1/72 | E-2C Hawkeye JASDF | £32.99 |
| Hasegawa | #E31 | 1/72 | Grumman E-2C Hawkeye 2000 US Navy | £32.99 |
| Italeri | #1272 | 1/72 | Reggianne Re.2000 | £9.50 |

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|---|---|---|---|---|
| JMGT | #C635 | 1/48 | Caudron C.635 Simoun | £49.99 |
| Karaya | #48022 | 1/48 | Albatros D.XI (second prototype) | £37.99 |
| Karaya | #48023 | 1/48 | Short Crusader | £37.99 |
| Kora | #72107 | 1/72 | Anbo IVL | £46.60 |
| LF Models | #48009N | 1/48 | Nardi FN.316M | £45.70 |
| MPM | #72553 | 1/72 | B-8 Bombers over South America | £18.50 |
| Omega Models | #72194 | 1/72 | SABCA-Caproni S-47 | £45.70 |
| Omega Models | #72291 | 1/72 | Caproni Ca.335 Maestrale | £41.50 |
| Omega Models | #72321 | 1/72 | Breguet Bre XIV A with Hispano Suiza engine | £38.99 |

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|---|---|---|---|---|
| Omega Models | #72351 | 1/72 | Breguet Bre XIV | £38.99 |
| Omega Models | #72363 | 1/72 | Breguet Bre XIX HS Hispano Suiza | £41.50 |
| Omega Models | #72387 | 1/72 | MiG Ye-50.1 | £49.80 |
| Omega Models | #72391 | 1/72 | De Havilland D.H.80A Puss Moth | £41.50 |
| Planet Models | #20432 | 1/32 | Blohm Voss BV 40 V1 | £53.99 |
| Planet Models | #21948 | 1/48 | Westland Welkin NF Mk II | £86.40 |
| Planet Models | #22248 | 1/48 | Junkers Ju 388J-3 Jumo 213 engines | £131.80 |
| Revell | #04044 | 1/144 | Boeing C-17 Globemaster III | £19.56 |
| Revell | #04092 | 1/144 | Grumman E-2 Hawkeye | £8.50 |
| Revell | #04179 | 1/72 | Messerschmitt Me 262B-1aU1 Nightfighter | £4.99 |

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|---|---|---|---|---|
| Revell | #04190 | 1/72 | Sopwith F1 Camel | £2.99 |

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|---|---|---|---|---|
| Revell | #04294 | 1/72 | Focke Wulf Fw 189A-1 | £12.99 |
| Revell | #04307 | 1/72 | B-1B Lancer | £24.99 |
| Revell | #04643 | 1/72 | Eurocopter EC 145 | £8.50 |
| Revell | #04699 | 1/48 | F-117A Nighthawk | £16.99 |
| Revell | #04728 | 1/32 | Junkers Ju 88A-1/4 | £29.36 |
| Revell | #5763 | 1/144 | Concorde-Set Air France 1976-2003 | £34.99 |
| Roden | #433 | 1/48 | Junkers D.1 | £24.98 |
| Roden | #604 | 1/32 | Spad VIIC 1 | £47.98 |
| RS Models | #9245 | 1/72 | Praga E-241 Slovakia, Czechoslovakia | £13.99 |
| RS Models | #9246 | 1/72 | Curtiss Hawk II Ernst Udet / D-IRIK | £13.99 |
| RS Models | #9247 | 1/72 | Praga E-241 Luftwaffe | £13.99 |
| RS Models | #9248 | 1/72 | Curtiss Hawk Float Plane | £13.99 |
| RVHP | #2225 | 1/72 | Embraer ERJ-135ER | £116.80 |
| RVHP | #2226 | 1/72 | Embraer ERJ-1 135LR | £116.80 |
| RVHP | #2227 | 1/72 | Embraer ERJ-135ER | £116.80 |

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|---|---|---|---|---|
| Sky High | #7210 | 1/72 | Turbo Mentor T-34C | £6.99 |
| Special Hobby | #48038 | 1/48 | Fokker D.II 'Black & White Tails' | £19.99 |
| Special Hobby | #48071 | 1/48 | Tabloid Lebed VII | £19.99 |
| Special Hobby | #48088 | 1/48 | H-21 | £43.20 |
| Special Hobby | #72031 | 1/72 | Fairey Firefly Mk IV/V | £14.50 |
| Special Hobby | #72168 | 1/72 | X-1B NACA Modification Program | £13.60 |
| Special Hobby | #72175 | 1/72 | Koolhoven FK-51 Dutch East Indies | £14.99 |
| Tamiya | #61106 | 1/48 | F-16C/N Aggressor | £48.99 |
| Trumpeter | #01634 | 1/72 | Lightning F.1A/F.2 | £20.98 |
| Trumpeter | #02283 | 1/32 | P-51 Mustang III RAF | £56.98 |
| Unicraft | #48004 | 1/48 | BAe HERTI UAV | £28.80 |

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|---|---|---|---|---|
| Unimodel | #104 | 1/72 | Petlyakov Pe-2 series 55 | £16.60 |
| Unimodel | #432 | 1/48 | Messerschmitt Bf 109G-6/R3 Finnish Air Force | £16.60 |
| Valom | #72035 | 1/72 | Handley Page Hereford | £25.60 |
| Valom | #72042 | 1/72 | Hampden TB Mk I | £28.80 |
| Valom | #72043 | 1/72 | Martin B-26 Marauder 22nd BG | £32.50 |
| Valom | #72044 | 1/72 | Martin Marauder (TB) | £32.50 |
| Valom | #72046 | 1/72 | Northrop BT-1 Decals | £20.40 |

# Flight of the Bumble Bee

## MASTER X

New releases from Master X will include resin kits of the Siebel Si 202 – the famous *Hummel*. This appears in two boxings, with a variety of civil and military markings, and will be followed by a Japanese version of their Junkers Ju 160, also in 1/48.

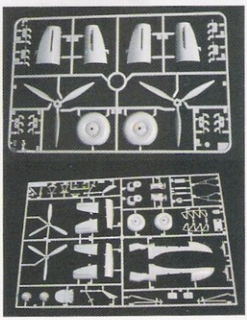
● SAMI

## TAMIYA

Tamiya's 1/48 Lancaster B Mk I/III re-issue is now out, complete with new propellers, exhausts, and more. The kit features three markings options, and these are:

- Lancaster B.III, ED888, 103 Sqn, PM-M
- Lancaster B.III, ED905, 550 Sqn, BQ-F, Ad Extremum
- Lancaster B.I, NG347, 424 Sqn, QB-P, Picadilly Princess
- Lancaster B.I(FE), TW880, 35 Sqn, TL-F

● SAMI



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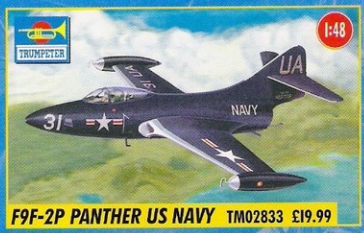
**TU-95MS BEAR-H** TM01601 £63.95

**TU-16K-10 BADGER C** TM01613 £27.99

**ME BF 109G-10** TM02409 £59.99

**VICKERS WELLINGTON MK III** TM02823 £49.99

**HAWKER SEA FURY FB.II** TM02826 £21.99




**F9F-2P PANTHER US NAVY** TM02833 £19.99

**F6F-5 HELLCAT** TM02257 £59.98

**EF-2000 EUROFIGHTER TYPHOON** TM02278 £99.98

**TU-16K-10 BADGER C** TM03908 £22.98

**TU-22M2 BACKFIRE B** TM01655

**F8F-1B BEARCAT** TM02284

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# Remember September

## MINICRAFT

Due in the first half of the year is a 1/48 P-38J Lightning (#11649/£TBC) featuring markings for two USAAF aircraft in the ETO. This will be accompanied by two additions to Minicraft's core range of civil airliners, starting with the Boeing 727-200, one of the most successful intermediate range airliners ever made. TWA operated ninety-two of the 'T' tail three-engine airliners (#14599/£TBC). This aircraft had the distinction of being one of several aircraft hijacked by Palestinian terrorists and damaged in the incident by bomb detonation while on the ground. The aircraft was later repaired and returned to service. This new Minicraft 727-200 offers all TWA markings ever carried by this unique airplane and includes those that appeared on the aircraft during the Lebanese Hijacking incident.

The second of these will be the NASA 757-225 (#14600/£TBC). The National Aeronautics and Space Administration used many aircraft over the years for duties ranging from high-speed research to basic transport duties. The versatile and economical B-757 has been employed by NASA as a platform for scientific testing of equipment, and electronic systems since 1994. In recent years the aircraft was used for research into the environmental effects of high-altitude jet contrails on the earth's atmosphere. Ironic, some might say.

Further 1/144 releases see the return of a number of the military range with revised decal sheets:

#14596 1/144 P-47D Thunderbolt – USAAF Europe, Pacific, RAF

#14597 1/144 Avro Lancaster MK 1 – RAF, RCAF, RAAF

#14598 1/144 F-16A Falcon – 2x USAF, Israeli

#14601 1/144 B-26B Marauder – 3x USAAF options

#14602 1/144 C-47A Dakota – D-Day, 2x USAFE

#14603 1/144 F-104G Starfighter - USAF, RCAF, Luftwaffe

#14604 1/144 TBF Avenger - USN, FAA, RNZAF

#14605 1/144 Heinkel He 111H – German, Rumanian, Spanish

#14618 1/144 Junkers Ju 88A – German, Finnish, Hungarian

#14617 1/144 P-38J Lightning – USAAF Europe, Pacific

SAMI

# Buckeye Connection

## TWO BOBS

Two bobs have announced the impending release of their first full kit – an event of some significance, and given the attention to detail that is a hallmark of their decal sheets, one that promises to be quite a debut. The kit will be a T-2C Buckeye in 1/48, and Two bobs have been working in conjunction with MPM and the IPMS club in Columbus Ohio, to get the kit ready for the club's hosting of the IPMS National Convention in August. Kits can be pre-ordered now. Long overdue a new tooling in any scale, this is great news for US Navy fans everywhere.

Two kits are due. TBK 48-001 is limited to 500 units and this is a special boxing for the 2009 Nationals. 250 kits will be available for pre-order purchase through the website for US customers only. The balance of 250 kits will be made available at the IPMS National Convention, and this option will feature special markings for the 75th Anniversary of Naval Aviation.

TBK 48-002 is also limited to an initial boxing of 500 kits. This entire initial run is available for pre-order through Twobob's website to US customers only. There will be an additional production run after the IPMS National Convention and these kits will be made available to the rest of the world through their regular distributors.

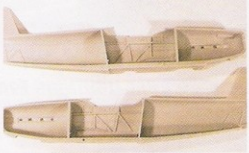
SAMI

# Yak Pack

## MONTEX

The 1/32 Yak seems to be well along now (#3206/TBC), and will no doubt be available from UK importers Cammett before too long.

SAMI



## PLANET

Following Profiline's neat 1/72 release of the type, Planet are the next to kit the L-13 Blanik (#220/£TBC), this time in 1/32.

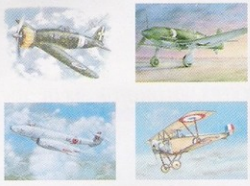
SAMI

# Propaganda Fighter

## MPM

February kits from Special Hobby include a reissue of the 1/48 Aermacchi C.200 I. serie with bubble canopy (#48033/£TBC). This is the initial version of the fighter that fought over Greece, Malta and other battlegrounds. Decals included offer three machines in the attractive cloud camouflage pattern, and include the personal machine of the Italian ace M.G. Braschiotta. Also re-issued is the superb kit of the Fairey Firefly Mk IV/V (#72031/£14.50) in 1/72. This kit includes some of the best out of the box resin parts you could hope for, and is a very welcome return.

In 1/32 we are pleased to see the arrival of the Heinkel He 100D-1 *Propaganda Jäger*, in its guise as the He 113 (#32009/£TBC). The He 100 was the Bf 109's rival in the competition for a standard Luftwaffe fighter. The type lost out, even though its performance was far better than that of the Bf 109, largely due to political machinations but as it was already produced in small numbers it was used in propaganda as the 'Heinkel He 113.' Spurious images of this 'new' fighter were printed in magazines and aircraft recognition books all over the world. The kit features three sprues with grey plastic parts, injected canopy and etched details. Decals offer three machines from fictitious Luftwaffe units. All three feature nose art.



Further releases forthcoming include some revisions and reissues that will be most welcome, as well as a very limited edition of the 1/32 I-16 in Finnish service:

### MPM

#72558 1/72 Gloster Meteor Mk 4

#72082 1/72 Arado Ar 95A Float Plane

#72502 1/72 Arado Ar 95B Land Plane

### Special Hobby

#72170 1/72 Ki-43-II Ko Hayabusa

#72180 1/72 D-558-2 Skyrocket Jet and Rocket

#72181 1/72 Hawker Tempest Mk II IAF and RPAF

#72189 1/72 Fokker D.XXI4. Sarja Post War Service

#48075 1/48 IMAM (Romeo) Ro 57bis

#48082 1/48 Nieuport 10 Single Seater

#32032 1/32 I-16 type 18 Finnish Service

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**DE HAVILLAND DH-2** URO-612

**FI-156 STORCH** SM893 £6.50

**YAK-7A FIGHTER** AL48006 £6.99

**BRITISH ARMY LYNX AH MK.I** AL72013 £5.99

**SPITFIRE FLOATPLANE** PM216 £3.68

**C-45 EXPEDITOR** PM304 £3.98

**EM1002** £5.98

**EM2001** £4.98

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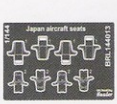
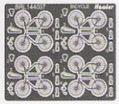
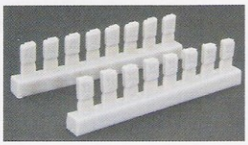
# Scaling Down Seatbelts

## BRENGUN

You might think, given it is the April issue, that the Editor is having a little joke with us, but no. Brengun is a brand new Czech manufacturer producing resin and etched kits and accessories in conjunction with Hauler, and their specialist field is 1/144. So far a number of seats, fuel can and seatbelt sets have been released, and these are available through Modelimex, or can be viewed at the manufacturer's website at www.brengun.cz. Also available are complete kits of the Freya FuMG-401 and FuS An 730 radars,



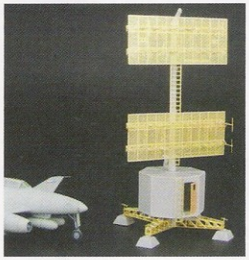


priced at €28.00.

This is a big boost for 1/144, and those exquisite Sweet and Platz kits will be the chief beneficiaries, but whoever would have thought we would have a state of the art etched 1/144 bicycle before we have a new Spitfire or an F.4!

Scaling Down goes from strength to strength. Next stop more resin cockpits!

**SAMI**

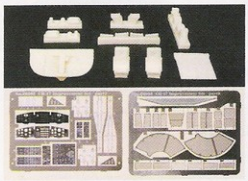


# Kangaroo Lines

## ITALERI

A new broom has seemingly swept through the cloisters at Italeri, and initiated a new campaign of *glasnost*. Up to the minute press releases have been coming through, and all of a sudden we no longer need to rely on the shelves in our local Modelzone to find out what is being released. Given the prominence of the brand on shop shelves, this can only be a good thing, and with an exciting new catalogue offering plenty of interesting releases for the coming twelve months it's good to be better informed.

Next up from Italeri, then, is the SM.82 *Canguro* (#1273/£TBC) in 1/72, with markings for Italian and German aircraft. The SM.82 *Canguro* was developed from its predecessor, the S.75, maintaining the configuration and wing structure of the latter. Its use as a bomber was extremely limited, although it did participate in raids on Gibraltar, Alexandria and Manama in the Persian Gulf. The new fuselage, however, allowed this aircraft to excel in the transport role. It was used by the *Regia Aeronautica* (Italian Royal Air Force), by the *Luftwaffe*, and other models served both with the LATI (Transcontinental Italian Airlines) in the late 1930s and with the newly established Italian Military Air Force after the war. The last examples were withdrawn at the beginning of the 1960s, so this is a kit offering a lot of potential, and one we are very happy to see released.



Further outings for April will include the Re.2002 Ariete PRM Edition in 1/48, a second super detail set – this time for the Chinook (#26002/£TBC) also in 1/48, and in 1/72 a Liberator Assembly Ship (#1285/£TBC), which may be a collaboration with Minicraft.

**SAMI**

# Another Fine Messe...

## NUREMBURG

**By Gary Hatcher**

February brought with it the annual editorial pilgrimage to Nuremburg to visit the Toyfair – possibly the largest such event in the world, and certainly a significant date in the calendar of the model manufacturing industry.

Manchester to Nuremburg via Zurich courtesy of Swissair and some pleasant hours flying in small things with turboprops. I'm no expert, but every time I fly on these I get strange hankerings for kits like Revell's little Avro RJ85 – more than a few of which were bustling about the pads at Zurich, although with a tight schedule and an enormous queue through the transit gate there was little time for plane-spotting.

Nuremburg's superb public transport system performed flawlessly, which was just as well, as accommodation was in the village of Kornburg, south of the city. This necessitated a bus ride in the morning to the Southern end of the *U-Bahn* network, and eager to reach the venue early your reporters were on the 07.18 departure, a mistake we soon discovered, as German schools start at eight o'clock and the thing was wedged with *Deutscher jugend*. The whole experience was so redolent of the morning bus to Sexey's Grammar, that had a furtive hand reached over the back of a seat and administered a sharp noddy tap it would not have seemed out of place.

The Toyfair – or *Spielwarenmesse* as it is known locally – occupies an enormous site and consists of a dozen or so vast hangars... full of toys. Fortunately those manufacturers of interest to this readership are located together in halls 7 and 7a, with the exception of Revell, who have a permanent stand set up in Hall 12, and New Exhibitors, who have to spend an initial three years in a distant annexe before they join their colleagues. From ICM's booth, at the entrance to

**Nuremburg's Toyfair celebrated its 60th anniversary this year**

**An Airfix MiG-15 – no, not that old thing! This is an all-new tool**

**Another new tool coming from Airfix - the Sea Harrier FA.2**

**We will be looking forward to this one! Presumably the kit on display here is the Dynavector vacform standing in?**

## EDUARD

Not surprisingly Eduard's initial Bf 109 release has been well received – likewise the Spitfire Mk Vc, which sold out in less than a month. Clearly some of us still have disposable income, despite what the papers say.

Before release of the next big Emil in May – the Bf 109E-4 this time – some older tools will be reboxed starting with the ground-breaking Fw 190A-8, which holds the distinction of being Eduard's best selling kit ever. This is being issued with some very different markings, and includes four completely new options, as well as one from the original release. Also due is another Limited Edition release of the Fokker D.VII (OAW). This edition is called *Sieben Schwaben*, (that doesn't mean seven dwarves by the way) and offers one of the most striking schemes applied to the type during World War One. The third March new release is the I-16 Type 24 as a Weekend boxing. The markings are from the now sold-out regular release of the Type 24, depicting Safonov's aircraft.

April will see a Profipack reboxing of

the Fw 190A-5, and Weekend editions of the SPAD XIII, and a Bf 110E in 1/48. May will see the previously mentioned Bf 109E-4 in 1/32, along with a Weekend edition of the F6F-3.

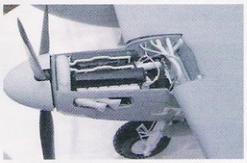
So, no let up in the Eduard programme. Looking ahead, the Doras are coming – certainly according to the 2009 catalogue - as well as a Fw 190A nightfighter, and a welcome return by the Bf 108, a kit so good it deserves to be re-issued again and again. The Bf 110G-4 is on the cards, and if that isn't enough for you for the time being, then Heaven only knows what will be.

**SAMI**

**A look inside the belly of the whale reveals not Jonah, but a fully detailed weapons bay and bomb load**

**That large Mosquito. But where are we going to put it…?**

**This kit is a tale that has grown in the telling. Now up to some 600 parts, it should be with us sometime in the Autumn**

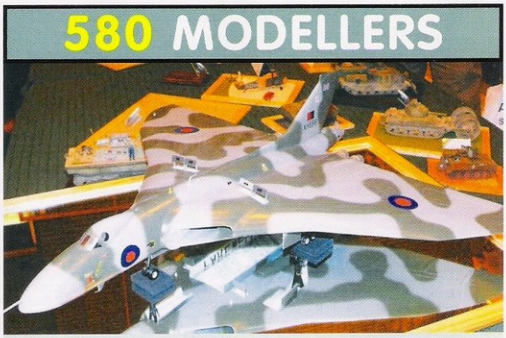


**This mock-up probably cost as much as a small house to have made up, but is certainly impressive, and leaves no doubt as to the sheer scale of the product on offer!**

**The Messe is so large it has its own shuttle service from East gate to West – which affords visitors a welcome opportunity to ride in a bendy bus! Some of us are easily pleased**

**Hasegawa's Hawkeye, beautifully finished and presented**

# 580 MODELLERS



**As promised Dave Eccles provided us with a 1/48 Vulcan, XH558 in its final display year, replete with laser-etched bomb bay and Farewell message.**

## Coming of Age.....
## Huddersfield, 15th February 2009

**by Geoff Cooper-Smith**

Although formed over 18 months ago, the very first show at which 580 Modellers exhibited was Huddersfield last year, thus making Huddersfield 2009 our first official birthday. Once again the show was extremely popular with approximately 40 traders, over 60 exhibitors and 800 or so visitors attending and although the main hall at Huddersfield Sports Centre means this is probably one of the largest one-day shows in the country it could undoubtedly fill an even larger venue. IPMS Wakefield & District, and in particular the organisers, Alan Paul and Andrew Scholefield, are to be congratulated on providing such a well attended and well run event.

Since its formation, by three modellers with a germ of an idea, 580 Modellers has expanded from cautious beginnings and gone from strength to strength. We now have almost 20 modellers of various ages, abilities, interests, dispositions and affiliations on our books and celebrated our first birthday in style with a record eight exhibitors at Huddersfield. Disturbingly, the Editor finally came out of his (armoured) closet at the show and provided an array of no less than eleven 1/35 early WWII Wehrmacht vehicles.

Incredibly, one of our members, Peter Eccles, has yet to attend a show to see his work exhibited as he packages his models up and sends them to the secretary's home address by parcel post, with a 72nd 'Dambuster' Lancaster being the largest model despatched (which is potentially rather an unfortunate term!) to date. This could be considered either brave or foolhardy (you decide which), but each model has arrived virtually intact, any repairs being no worse than those typically suffered in transit to or from a show. The secretary conveys the models to each show and places them on the table on behalf of Peter, who is quite possibly the most unique or unusual member anyone has!

**You can contact 580 Modellers on 07825 704996 or email 580Modellers@googlemail.com**

**Peter Eccles' Dambuster Lancaster, flying high over the 580 Modellers table and displaying an incredibly good finish for a brush painted model.**

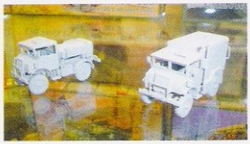
Hall 7a, to Revell's enormous emporium is a walk of 2.5 kilometers through avenue after avenue of every kind of toy, game, and fiendish device imaginable. None of these, of course, concern us – although Hall 3 is full of the most astonishing model railways, and did warrant a second glance once all our essential deeds were done.

Having established base camp in the press suite, the first port of call was ICM, who we are reassured are making progress on the 1/48 Hs 126 – although a 1/35 one would go very nicely with the Tristar Storch! ICM have a keen eye on the armour/aircraft modelling crossover, and a number of their products are tailored towards this. The most astonishing item in this year's catalogue, however. Is a 1/72 *Aviamatka* Soviet parasite fighter-carrier plane, based on the TB-3 heavy bomber.

Just around the corner are Tamiya, whose spacious shop features a great deal of everything, but afforded reporters an opportunity to admire the retooled Lancaster, while the only other booth in Hall 7a that concerned us was that occupied by MPM, and the various imprints that are gathered under that banner. This is always a visit worth making, and the usual ambitious program for the coming twelve months was on display, promising some nice kits in the pipeline including the Skua and the Roc in 1/72, slated for release in April and July respectively, and the 1/32 Finnish boxing of the I-16 just around the corner.

Italeri had some surprises – mostly for armour modellers, but the 1/48

More egg-plane releases from Hasegawa. We always stop and admire these, chiefly because of the box art



Not aircraft, it has to be admitted, but these 1/72 Chevrolet trucks will have plenty of uses in airfield-related dioramas. Seen here on the IBG stand . IBG, of course, are the distributors for Amodel, a company whose 2009 catalogue makes very interesting reading indeed

Hasegawa's forthcoming F-16I will feature some newly tooled parts and is expected to arrive in the early part of the year. This, together with the Kinetic releases, will give Associate Editor David Francis plenty to hang his Isra parts on

The new 1/72 Lynx from HobbyBoss looks good in its special markings. The kits should be available in UK shops by the time this issue goes to print

HobbyBoss' 1/48 Avenger in all its neatly-folded glory. More boxings are due of this kit, and we hope to see some postwar ASW versions further down the line

Fancy a 1/144 Arado Ar 196? Now you can – it even comes complete with a Bismarck! If you thought the 1/24 Mosquito was big, this was staggering. Manufactured by the same people who made the Dora Rail Gun in 1/35, the kit is to be released by German distributors Glow2B

Eduard's 1/32 Bf 109. One of the key releases of the year, and it's scarcely begun. Things can only get better!

Minicraft's C-130 kit continues to enjoy popularity, and there are plenty more versions to come yet

Revell's excellent-value reboxing of the MPM Fw 189. This is another type whose mass of glazing would make a larger scale replica attractive

The Matchbox Buckeye revisited. If only someone would kit the thing in 1/48… oh, they have!

Another look at those Arado Ar 196s. Is this scaling up or scaling down?

Italeri's practice of including accessories with their kits was commendable – now they are releasing their own add-on sets. This A-10 kit is a nice start, but look out for two 1/72 WWII German aircraft weapons sets in due course

Revell's C-17, seen at their HQ, some 2.5Km from our starting point. Revell's commodious quarters allow an excellent display, and they are assiduous in keeping it stocked with all their latest releases

Big Typhoon. This is down for an October release, and it would be churlish to ask for a new one in 1/144. There's still room in the market for a new F-4 though…

A well-deserved Modellfan prize was awarded to the 1/32 Ju 88. This beautiful kit is just beginning to spring up at displays on the show circuit, although we suspect there will be many more once the after-market manufacturers have caught up

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Prices correct at time of printing.

## Eduard

**1/32ND ETCH**

| | | |
|---|---|---|
| 32212 | P-51B wheel wells | Tru £13.25 |
| 32213 | P-51B ext | Tru £13.25 |
| 32217 | Bf 110C ext | Dra £13.25 |
| 32219 | Bf-109E | Edu £14.50 |
| 32220 | F8F exterior | Tru £17.50 |
| 32221 | P-40K gun bay | Has £19.99 |
| 32222 | P-40K landing flaps | Has £19.99 |
| 32223 | P-40K exterior | Has £15.50 |
| 32630 | F8F interior S.A. | Tru £19.00 |
| 32631 | P-40K interior S.A. | Has £15.50 |
| 32632 | Ju 88A seatbelts | Rev £11.50 |
| 32633 | Ju 88A interior S.A. | Rev £19.99 |
| 32634 | Ju 88A placards | Rev £11.50 |

**1/32ND ZOOM**

| | | |
|---|---|---|
| 33018 | Bf 110C int S.A. | Dra £11.50 |
| 33019 | P-51B int S.A. | Tru £11.50 |
| 33020 | A-7E int S.A. | Tru £11.50 |
| 33021 | P-51D interior S.A. 1/32 | Dra £11.50 |
| 33022 | Bf 109K interior S.A. 1/32 | Has £11.50 |

**1/48TH ETCH**

| | | |
|---|---|---|
| 48611 | F-105 ladder | £7.75 |
| 48612 | Il-10/Avia B-33 landing flaps | Spe £15.50 |
| 49429 | F-105D interior S.A. | Has £19.99 |
| 49430 | BaE Hawk Mk I S.A. | Ita £15.50 |
| 49434 | Il-10/Avia B-33 | Spe £14.50 |

**1/72ND ETCH**

| | | |
|---|---|---|
| 72491 | Mi-8 Hip exterior | Has £13.25 |
| 72492 | B-24J ext | Has £17.50 |
| 72494 | B-25J solid nose exterior | Has £9.75 |
| 73318 | B-24J int S.A. | Has £21.99 |
| 73324 | AH-64D S.A. | Hob Boss £14.50 |
| 73325 | Mi-8 Hip interior S.A. | Has £14.50 |
| 73327 | B-25J solid nose interior S.A. | Has £19.99 |

**1/48TH ZOOM**

| | | |
|---|---|---|
| FE429 | F-105D interior S.A. | Has £8.75 |
| FE 430 | BaE Hawk Mk I S.A. | Ita £8.75 |
| FE 432 | Sopwith Camel | Edu £8.75 |
| FE433 | Folker Dr.I Weekend | Edu £9.99 |
| FE434 | Avia B-33/Il-10 | Spe £8.75 |

**1/72ND ZOOM**

| | | |
|---|---|---|
| SS 318 | B-24J cockpit int S.A. | Has £7.75 |
| SS322 | S-2F Tracker | Has £7.75 |
| SS 324 | AH-64D S.A. | Hob Boss £7.75 |
| SS325 | Mi-8 Hip interior S.A. | Has £7.75 |
| SS327 | B-25J solid nose interior S.A. | Has £7.75 |

**1/72ND MASK**

| | | |
|---|---|---|
| CX231 | TA-7 1/72 | Has £5.75 |
| CX232 | UH-1B 1/72 | Has £4.75 |
| CX233 | AN-2 1/72 | Tru £4.75 |

**1/48TH MASK**

| | | |
|---|---|---|
| EX 253 | Avia B-33/Il-10 1/48 | £5.75 |
| EX265 | Canberra PR 9 1/48 | Air £5.75 |
| EX267 | TSR-2 1/48 | Air £6.50 |

**1/32ND MASK**

| | | |
|---|---|---|
| JX085 | P-40K 1/32 | Has £7.75 |
| JX088 | F-8E 1/32 | Tru £6.50 |

**BIG SETS**

| | | |
|---|---|---|
| BIG3272 | P-47M THUNDERBOLT | Has £42.50 |
| BIG3273 | Me 262B SCHWALBE | Tru £46.95 |
| BIG3274 | P-51B | Tru £53.75 |
| BIG4908 | F-16C Block 25 FIGHTING FALCON | Tam £39.99 |
| BIG4909 | AGM-5 ZERO 1/48 | Tam £26.75 |
| BIG5304 | BISMARCK 1/350 | Rev £44.50 |
| BIG7246 | A-20G HAVOC | Mpm £17.50 |

**PLASTIC KITS**

| | | |
|---|---|---|
| 1139 | Fokker D.VII "Sieben Schwaben" | Ltd £33.50 |
| 8173 | Fw 190A-8 | £24.75 |
| 8174 | Fw 190A-5 | Pro £24.75 |
| 8403 | Bf 110E | Wend £17.50 |
| 0160109 | Albatros W 4 1/48 | Gavia £21.99 |
| 8424 | Spad XIII late | Wend £11.50 |
| 8468 | I-16 Type 24 | Wend £11.50 |

**FLY MODELS**

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|---|---|
| FLY48001 | Macchi M 5 "Italian | £26.00 |
| FLY48002 | Macchi M 5 "Special | £26.00 |
| FLY48003 | Focke Achgelis FA 33 | £11.50 |

**SPECIAL HOBBY**

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|---|---|
| SH48007 | Junkers Ju-87A Stuka | £27.25 |
| SH48038 | Fokker D.II *Black + | £19.99 |
| SH48047 | Avia B-33 *CZ Il.-10 | £30.80 |
| SH48051 | Spitfire Mk. VC *Malta | £26.60 |
| SH48071 | Lebed VII *Russian | £19.99 |
| SH48088 | H-21 France/Germany | £43.20 |
| SH72168 | X-18 *NACA Mod | £13.60 |
| SH72175 | Fk-51 Dutch Indian | £14.99 |

**VALOM KITS**

| | |
|---|---|
| VAL72033 | Handley Page Hampden | £26.99 |
| VAL72035 | Handley Page Hereford | £25.60 |
| VAL72036 | Bell YFM-1B Airacuda | £26.10 |
| VAL72042 | Handley Page Hampden | £26.80 |
| VAL72045 | Handley Page H5 Hampden | £26.99 |

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| HBM72002 | Avro Manchester Mk Ia (no tail fin) | £17.50 |
| HBM72003 | Avro Manchester Mk I/II or Lancaster Prototype Tail Fin Set £11.45 | |
| HBM72005 | Wellington Mk II Merlin Engine Set | £11.45 |
| HBM72006 | CASA 2.111 Engine Set (also fits the Spanish version of Heinkel He 111 with Merlin engines as seen in the film the Battle of Britain | £9.99 |
| HBM72007 | Hispano HA.1112 Buchon Engine Set (contains nacelle, 3 blade prop to build Spanish version of Me 109 as seen in the film the Battle of Britain | £9.99 |
| HBM72008 | LDT Talbot Engine Set (WW.II Japanese version of DC-3/C47 Dakota) | £11.45 |
| HBM72009 | Hispano HA.1112 Buchon Set (contains nacelle, 4 bladed prop, wings, overall radiomod | £10.99 |
| HBM72010 | Handley Page Hereford Engine Set | £11.45 |
| HBM72011 | Messerschmitt Me 109E/G (contains nacelle and a choice of two different 3 bladed propellers | £9.75 |

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|---|---|---|
| A50340 | Focke Wulf TA-154/FW190A Mistel | £12.99 |
| AF02E6 | Airspeed AS.51 Horsa Mk I/II | £11.75 |
| AH0351 | Bristol Lifeboat MkI.I | £11.75 |

### AIRFIX 1/48 SCALE

| | | |
|---|---|---|
| AF10101 | English Electric Canberra B.2/B.6/B(I)6 | £29.99 |
| AF10103 | English Electric Canberra PR.9 | £31.75 |
| AF10105 | SAC TSR.2 | £27.99 |

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|---|---|---|
| PCS3001 | Macchi C.200 Serie VIII | £39.95 |
| PCS3002 | Macchi C.202 Folgore | £39.95 |
| PCS3003 | Macchi C.205 | £39.95 |
| PCS3004 | Reggiane Re.2005 | £39.95 |
| PCS3005 | Spitfire Mk IX C | £39.95 |
| PCS3006 | Spitfire Mk IX E | £39.95 |
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### HOBBY BOSS 1/72 SCALE

| | | |
|---|---|---|
| HBB80209 | P-40B/Hawk 81 | £4.50 |
| HBB80210 | Spitfire Mk Vb | £4.50 |
| HBB80212 | Spitfire Mk Vb / Trop | £4.50 |
| HBB80214 | Spitfire Mk Vc / Trop | £4.50 |
| HBB80215 | Hurricane Mk II | £4.50 |
| HBB80216 | Hurricane Mk II / Trop | £4.50 |
| HBB80217 | FW-190 A-3 | £4.50 |
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| HBB80223 | Messerschmitt Bf 109G-2 | £4.50 |
| HBB80224 | Messerschmitt Bf 109G-2 / Trop | £4.50 |
| HBB80225 | Messerschmitt Bf 109G (Early) | £4.50 |
| HBB80226 | Messerschmitt Bf 109G (Late) | £4.50 |
| HBB80227 | Messerschmitt Bf 109G-10 | £4.50 |
| HBB80228 | Focke Wulf Fw 190D | £4.50 |
| HBB80229 | Soviet MiG-3 | £4.50 |
| HBB80230 | P-51D Mustang IV | £4.50 |
| HBB80231 | Zlin 42M | £4.50 |
| HBB80232 | Hawker Typhoon | £4.50 |
| HBB80233 | T-6G Texan | £4.50 |
| 48A.005 | WWII RAF ground crewmen assisting a pilot into an aircraft | £4.95 |
| 48A.006 | WWII RAF ground crewmen assisting a wounded pilot | £4.95 |
| 48A.009 | WWII RAF pilot reading chequist with ground crewmen | £5.65 |
| 48A.011 | WWII Two RAF pilots sitting in armchairs, awaiting air raid siren | £4.25 |
| 48A.013 | WWII Two RAF ground crewmen removing chocks from aircraft | £4.25 |
| 48A.014 | WWII RAF pilot discussing sortie with ground crewmen | £4.25 |
| 48A.015 | WWII RAF mechanics working on aircraft | £4.25 |
| 48A.016 | WWII Walking RAF pilot with a mechanic | £4.25 |
| 48A.017 | WWII Luftwaffe pilot with a German Shepherd | £4.25 |

### DARTMOOR MILITARY MODELS 1/48 SCALE

| | | |
|---|---|---|
| 32A.001 | WWII RAF pilot in flying uniform | £6.95 |
| 32A.002 | WWII RAF flight commander holding a clipboard | £6.95 |
| 32A.003 | WWII Luftwaffe pilot in flying uniform #1 | £6.95 |
| 32A.004 | WWII Luftwaffe ground crewman in working overalls | £6.95 |
| 32A.005 | WWII USAAF pilot in flying uniform # | £6.95 |
| 32A.006 | WWII USAAF armourer with a belt of ammunition | £6.95 |
| 32A.007 | WWII USAAF pilot #2 | £6.95 |

### DOYUSHA 1/32 SCALE

| | | |
|---|---|---|
| DOY02D | Shinden Kai (George) | £27.95 |
| DOYFFA | Hayate (Frank) | £27.95 |
| DOYMUS | P-51D Mustang | £27.95 |

### DOYUSHA 1/300 SCALE

| | | |
|---|---|---|
| E9 | Boeing B-29D Awacs | £11.95 |

### REVELL 1/72 SCALE

| | | |
|---|---|---|
| H4294 | Focke Wulf Fw 189A-1 | £12.99 |

### REVELL 1/48 SCALE

| | | |
|---|---|---|
| H4555 | DH Mosquito B.Mk. IV | £16.99 |

### REVELL 1/32 SCALE

| | | |
|---|---|---|
| H4767 | Junkers Ju 88-1 | £29.99 |

### REVELL 1/144 SCALE

| | | |
|---|---|---|
| H4044 | C-17A Globemaster III | £19.99 |
| H4056 | E-8C Hawkeye | £19.99 |

### REVELL MONOGRAM 1/48 SCALE

| | | |
|---|---|---|
| 85-5600 | PBY-5A/ OA Catalina | £22.95 |

### REVELL SPECIALS

Available whilst stocks last, all plus postage at cost.

### 1/72 SCALE

| | | |
|---|---|---|
| H4329 | Dassault Breguet Atlantic 1 MFG-3 Annv. was £19.99 now £10.99 | |
| H4399 | Sukhoi Su 20M Front Bomber was £14.99 now £9.99 | |

### 1/32 SCALE

| | | |
|---|---|---|
| H4478 | Aloutte II 'Attack' was £14.99 now £8.99 | |
| H4709 | Sea Venom / FAW.22 was £16.99 now £9.99 | |
| H4723 | Heinkel He 162A-2 Salamander was £19.99 now £10.99 | |

### 1/48 SCALE

| | | |
|---|---|---|
| H4502 | F-86D Sabre was £14.99 now £8.99 | |
| H4504 | Spirit of St Louis was £14.99 now £8.99 | |
| H4562 | Canadair Sabre Mk 6 'Buroda/Israelis' was £14.99 now £8.99 | |

### HOBBYCAL DECALS 1/144 SCALE

| | | |
|---|---|---|
| HCD44-102 | Boeing 707-321 British Midland (G-AVBJ) | £8.99 |
| HCD44-103 | Douglas DC-9B Sterling (OY-DAR) | £8.99 |
| HCD44-104 | Douglas DC-4 Aer Turas (EI-AOR) | £8.99 |
| HCD44-105 | Douglas DC-4B Iran National (EP-AEV) | £8.99 |
| HCD44-106 | Douglas DC-6 Ethiopian Airlines | £8.99 |
| HCD44-107 | DH.106 Comet 4B BEA (Red Square) | £9.99 |
| HCD44-107 | Boeing 707 BEA Airtours (G-APFH/KO) | £8.99 |
| HCD44-108 | Boeing 707-324C Lloyd International (G-APWI) | £8.99 |

### SILVER FOX DECALS 1/72 SCALE

| | | |
|---|---|---|
| SF72-01 | Antonov An-2 Interflug (DR-SKA) | £8.99 |
| SF72-05 | Boeing Vertol 107 New York A/W (N987SD) | £8.99 |
| SF72-38 | L-1049 Super Connie BOAC (N6503/G-ALC) | £8.99 |

### SILVER FOX DECALS 1/100 SCALE

| | | |
|---|---|---|
| SF100-06 | Antonov An 12 Aeroflot Polar | £8.99 |

### SILVER FOX DECALS 1/100 SCALE

| | | |
|---|---|---|
| SF29-01 | Comac 680 Cathay Pacific (VR-HFT) | £8.99 |
| SF29-02 | Comac 680 Cathay Pacific (VR-HFZ) | £8.99 |
| SF29-07 | Comac 680 Japan Air Lines (various) | £8.99 |
| SF29-08 | Comac 680 Alitalia (YV-CVC) | £8.99 |

### SILVER FOX DECALS 1/144 SCALE

| | | |
|---|---|---|
| SF44-01 | Douglas DC-3 Aeroflot (RA-19853) | £8.99 |
| SF44-02 | SE.210 Caravelle (various) | £8.99 |
| SF44-03 | Douglas DC-9 Alitalia (I-DIKA) | £8.99 |
| SF44-14 | L-1049 Super Constellation Sabena | £8.99 |
| SF44-15 | L-1049 Super Connie PAA (N1A-AFR) | £8.99 |
| SF44-16 | Boeing 707-436 Belgian Air Force (CP-CCA) | £8.99 |
| SF44-25 | Beyerlin B.76MD Indian Air Force (REMARQUE) | £8.99 |
| SF44-26 | Beyerlin B.76 Virgo Dinosr (RA-76756) | £8.99 |
| SF44-30 | Boeing 707-436 Jet Airways (VT-JGG) | £8.99 |
| SF44-31 | L-1049 Super Connie Air Cavlers (VR-ACH) | £8.99 |
| SF44-38 | Beyerlin B.76 Heavylift (RA-76837) | £8.99 |
| SF44-40 | Boeing 727 Belgian Air Force (CBO102) | £8.99 |
| SF44-41 | Douglas DC-3 Belgian Air Force (OT-CDA) | £8.99 |

### S&MDEC DECALS 1/72 SCALE

| | | |
|---|---|---|
| SM72-02 | Silver City Douglas DC-3 (G-AMHV) | £8.99 |
| SM72-03 | Douglas DC-3 Dakota Douglas DC-3 (G-AMMA) | £8.99 |
| SM72-04 | Silver City Douglas DC-3 (G-AMHV) | £8.99 |
| SM72-05 | British Air Ferries B.170 Mk 32 (G-APAY) | £8.99 |
| SM72-17 | Silver City Douglas DC-3 (G-AMHV) | £8.99 |
| SM72-18 | Douglas DC-3 Air Cargo (S-AMM) | £8.99 |
| SM72-19 | Douglas DC-3 Air Kenya (G-AMDS) | £8.99 |
| SM72-20 | Douglas DC-3 Skyways (G-AGJV) | £8.99 |
| SM72-21 | Douglas DC-3 Air Anglia (G-AGSV) | £8.99 |
| SM72-22 | Douglas DC-3 Skyways (G-AMSN) | £8.99 |
| SM72-23 | Douglas DC-3 Inefly Lorries (G-AMSH) | £8.99 |
| SM72-24 | Douglas DC-3 Aviation Services (G-AMDS) | £8.99 |
| SM72-34 | DH.114 Heron Morton Air Services (G-AOIL) | £8.99 |
| SM72-37 | Douglas DC-3 Aer Lingus (G-AGHD/EI-AGH) | £8.99 |
| SM72-38 | Silver City Douglas DC-3 (G-AMHV) | £8.99 |
| SM72-39 | Bell Jet Ranger BEA/Britain Airways (G-BEJR) | £8.99 |
| SM72-40 | DH.89 Dragon Rapide BEA | £8.99 |
| SM72-42 | B.170 Freighter Channel Air Bridge (G-AMWJ) | £8.99 |
| SM72-43 | B.170 S Freighter Midland Air Cargo (G-AMYT) | £8.99 |
| SM72-45 | Douglas DC-3 Skyways Coach Air (G-AMYU) | £8.99 |
| SM72-46 | DH.89 Dragon Rapide Westbound/Dominie | £8.99 |
| SM72-48 | Douglas C-47 R.A.E. (2A47) | £8.99 |
| SM72-49 | BN-2 Islander Westward Airways (G-AWHI) | £8.99 |
| SM72-51 | HS. 125 Srs2 Aircraft (G-AZOH) | £8.99 |
| SM72-53 | B.170 S Freighter Mk. 32 SUA (G-AOUV) | £8.99 |
| SM72-54 | DH.89 Dragon Rapide AA | £8.99 |
| SM72-55 | DC-3 Silver City Radio Calibration (G-AGSN) | £8.99 |
| SM72-67 | DH.114 Heron Silver City (G-AOZN) | £8.99 |
| SM72-68 | Avro Lancastrian Silver City (G-AHBW) | £8.99 |
| SM72-69 | Bell Jet Ranger Silver City/BEA | £8.99 |
| SM72-84 | Sikorsky S-55 British European Airways | £8.99 |
| SM72-85 | DH.114 Heron Aircraft Hire (WAIU.D) | £8.99 |
| SM72-86 | Lockheed L-749A Connie B.O.A.C. (G-ALAN) | £8.99 |
| SM72-91 | Douglas DC-3 British United (G-AKNB) | £8.99 |
| SM72-92 | HP Herlar Eagle Aviation (G-AJEF) | £8.99 |
| SM72-93 | Vickers Viking Cunard Eagle Airways (G-AHPD) | £8.99 |
| SM72-96 | Vickers Viking Aviation (G-AGRG) | £8.99 |
| SM72-97 | Vickers Viking Hunting Clan (G-AGRV) | £8.99 |
| SM72-99 | Vickers Viking Pegasus (G-AHOY) | £8.99 |
| SM72-116 | Douglas DC-3 Air Atlantique (G-AMYA) | £8.99 |
| SM72-123 | B.170 BAF (two tone blue) (G-APAU) | £8.99 |
| SM72-124 | L-749A Constellation ACE Freighters (G-ALAK) | £8.99 |
| SM72-129 | Percival Prince C4A (G-AMKY) | £8.99 |
| SM72-137 | Douglas DC-3 BUA Radio Calibration | £8.99 |
| SM72-144 | Fairey Rotodyne BEA (Speed Jack) (G-APRO) | £8.99 |
| SM72-145 | TSR.2 FRADU (XS887) / RAF (XS948) | £8.99 |
| SM72-157 | Jetstream - Royal Navy (Various) | £8.99 |
| SM72-161 | BN.2A Islander Police (G-NESU) | £8.99 |
| SM72-162 | Slep of Sicily BN-2 Islander (G-BJSI/SSKY) | £8.99 |
| SM72-163 | BN-2 Islander Rockhopper (G-BIPP) | £8.99 |
| SM72-164 | BN-2A Islander Aerolitins (G-AVNT) | £8.99 |
| SM72-166 | BN-2 Islander Britten Norman (G-AZPB) | £8.99 |
| SM72-167 | DH.114 Heron Peters Aviation (G-ANSZ) | £8.99 |
| SM72-168 | DH.114 Sea Heron | £8.99 |
| SM72-169 | Naval Air Command (WM296) £8.99 | |
| SM72-170 | Supermarine Swift FR.5 (WK198) (S.Afr.) | £8.99 |
| SM72-171 | Douglas DC-3 B.E.A. (G-AJCC/G-AMZD) | £8.99 |
| SM72-173 | BAe Jetstream Highland Airways (G-BTXG) | £8.99 |
| SM72-174 | BAe Jetstream Eastern Airways (G-AYRA) | £8.99 |
| SM72-176 | Douglas DC-3 Channel Airways (G-AMDR) | £8.99 |
| SM72-179 | DH.89 Western Airways/British Airways | £8.99 |
| SM72-180 | BAe Jetstream Aerospace Eagle (Various) | £8.99 |
| SM72-181 | DH.114 Heron BEA (G-ANFA/G-APWC) | £8.99 |
| SM72-184 | British European Airways Ju 52 (G-AHOF) | £8.99 |
| SM72-185 | BAe Jetstream Black Mtns/R&O (G-OSEA) | £8.99 |
| SM72-193 | Dominie Royal Aircraft Establishment (WX909) | £8.99 |
| SM72-194 | HS.125 CC1/2 Royal Air Force | £8.99 |
| SM72-198 | T.1/B WK906 11 Sqn, 208/65-65 Sqn | £8.99 |
| SM72-199 | BN-2 Islander RAGS | £8.99 |
| SM72-201 | Hastings C.1 Air Safaris | £8.99 |
| SM72-202 | Hastings C.1/A 9 LAMS (G-AHDJ) | £8.99 |
| SM72-203 | Douglas DC-3 Channel Airways (G-AMDR) | £8.99 |
| SM72-234 | DH.114 Heron Rolls-Royce (G-AOTD) | £8.99 |
| SM72-262 | HS.125 Series 3 Sunspeed Bl (G-AVOL) | £8.99 |
| SM72-265 | B.K.S. Douglas DC3 (G-AMSH/G-AMDS) | £8.99 |
| SM72-267 | Douglas DC-3 Macedonian (G-AMPO) | £8.99 |
| SM72-315 | DC-3 Ten Otter Skydiving (G-BGZP) | £8.99 |
| SM72-348 | DH.89 Air Atlantique (G-AIDK) | £8.99 |
| SM72-365 | HS.125 Corporate Aviation (G-AVDK) | £8.99 |
| SM72-368 | Douglas DC-3 South West Aviation (G-APBO) | £8.99 |

### S&MDEC DECALS 1/144 SCALE

| | | |
|---|---|---|
| SM44-01 | Vickers Vanguard Silver City (G-APEI) | £8.99 |
| SM44-06 | HS.121 Trident Northeast | £8.99 |
| SM44-15 | L-11 Dalfence Research Agency (K0109) (B.39) | £8.99 |
| SM44-16 | BAC 1-11 Adair Interpretations (G-AWSL) | £8.99 |
| SM44-17 | Douglas DC-3 Silver City DC-3 (G-AMHV) | £8.99 |
| SM44-18 | Douglas DC-3 Morton Air Services (G-AMRA) | £8.99 |
| SM44-22 | BAe 146 CC2 Queens Flight | £8.99 |
| SM44-23 | Vickers VC-10 Air Force | £8.99 |
| SM44-26 | Vickers VC-10 Air Malawi (7Q-YKH) | £8.99 |
| SM44-27 | Vickers VC-10 Strategic Aviation (G-ARVC) | £8.99 |
| SM44-35 | Douglas DC-4 Dan-Air (green c/s) (G-ARKJ) | £8.99 |
| SM44-36 | HS.121 Trident Channel Airways (G-AVMO) | £8.99 |
| SM44-44 | Fokker 100 British Airways (F-GOAI) | £8.99 |
| SM44-47 | VC-10 Royal Aircraft Establishment (XR808) | £8.99 |
| SM44-52 | DH.106 Comet 4C BOAC (N3236) | £8.99 |
| SM44-53 | DH.106 Comet 4 Malaysia (9M-AAS) | £8.99 |
| SM44-54 | DH.106 Comet 4 Malaysia (9M-AAZ) | £8.99 |
| SM44-55 | B727 BA Chatham Dockyard (ZS-NYR) | £8.99 |
| SM44-56 | DH.106 Comet 4C Middle East Airlines | £8.99 |
| SM44-57 | DH.106 Comet 4 Malaysia (9M-AAR) | £8.99 |
| SM44-58 | DH.106 Comet 4 Malaysia (9M-AAV) | £8.99 |
| SM44-59 | DH.106 Comet 4 BOAC (G-APDA/B/C/D/E) | £8.99 |
| SM44-60 | Vickers VC-10 BOAC (G-ARVA/B/C) | £8.99 |
| SM44-61 | Vickers VC-10 BOAC (G-ARVD/E/F) | £8.99 |
| SM44-63 | Douglas DC-8 Air Atlantique | £8.99 |
| SM44-64 | Merpati NSA BAC 1-11 | £8.99 |
| SM44-65 | BAC 1-11 Channel Airways (G-BBAE/J) | £8.99 |
| SM44-71 | L-1011 TriStar British Airways (G-BEAK/M) | £8.99 |
| SM44-72 | Douglas DC-8 Air Ferry (G-ARKD) | £8.99 |
| SM44-73 | Douglas DC-9 32 British Midland (G-BMAH) | £8.99 |
| SM44-74 | DC-10 30 British Airways (G-DCOJ/MUJ) | £8.99 |
| SM44-75 | Dan-Air Airbus A.300 (G-BNNB/NC) | £8.99 |
| SM44-76 | Airbus A.300 Orion Airways (G-BMOU) | £8.99 |
| SM44-77 | Airbus A300 Laker Airways (G-BMAA) | £8.99 |
| SM44-78 | Airbus A300 Channel Express | £8.99 |
| SM44-81 | HS.121 Trident 1E Pakistan International | £8.99 |
| SM44-82 | Vickers VC-10 Nigeria Airways (5N-ABD) | £8.99 |
| SM44-87 | Vickers VC-10 Sierra Leone (G-ASIW) | £8.99 |
| SM44-90 | Fokker F.27 Air UK (G-BAFU) | £8.99 |
| SM44-93 | Douglas DC-4 Invicta (G-ASEN) | £8.99 |
| SM44-94 | Douglas DC-4 British Eagle (G-ASPN) | £8.99 |
| SM44-105 | Boeing 707 Cunard Eagle (G-ARWD) | £8.99 |
| SM44-106 | Boeing 707-300 Laker Airways (G-BFBS/Z) | £8.99 |
| SM44-114 | L-188 Electra Channel Express (G-CIDS) | £8.99 |
| SM44-115 | Douglas DC-8 Air Atlantique (G-BEIC) | £8.99 |
| SM44-117 | Boeing 737-300F Channel Express | £8.99 |
| SM44-118 | BAe 146 100/Filn Air UK (G-UKJT) | £8.99 |
| SM44-121 | Fokker F.27 Jersey Express (various) | £8.99 |
| SM44-122 | Vickers VC-10 BEA (delivery c/s) | £8.99 |
| SM44-129 | Vickers VC-10 British United (G-ASIX) | £8.99 |
| SM44-130 | Boeing 707-436 Braniff (Gold Speedbird) (various) | £8.99 |
| SM44-131 | HS.121 Trident 1E BKS (G-AVYC/D) | £8.99 |
| SM44-133 | HS.121 Trident Inqi Airways (YI-AEA/ECO) | £8.99 |
| SM44-134 | HS.121 Trident 1/2 BEA (Red Square) | £8.99 |
| SM44-136 | BAC 1-11 Channel Airways (G-AWSG) | £8.99 |
| SM44-138 | ATL.98 Carvair British United (Sandstone) | £8.99 |
| SM44-139 | ATL.98 Carvair Channel Air Bridge (various) | £8.99 |
| SM44-141 | ATL.98 Carvair British United (Sandstone) | £8.99 |
| SM44-142 | ATR 98 Carvair Channel Air Bridge (various) | £8.99 |
| SM44-143 | ATL.98 Carvair Air Ligus (G-AXPR/AMRA/Via) | £8.99 |
| SM44-144 | ATL.98 Carvair Ansett (VH-INN) | £8.99 |
| SM44-145 | Boeing 727-100 Dan Air (G-BABF/AFZ/AJW) | £8.99 |
| SM44-148 | Boeing 727-100 British United (early scheme) | £8.99 |
| SM44-149 | BAC 1-11 Gulf Air (early c/s) (G-AXDB/BLV/DK) | £8.99 |
| SM44-150 | BAC 1-11 Gulf Air (mid c/s) (A4O-BB/EK) | £8.99 |
| SM44-151 | Douglas DC-8A Hunting Clan (G-APHO) | £8.99 |
| SM44-153 | Boeing 727 British Air Ferries (YU-AKI) | £8.99 |
| SM44-154 | Boeing 727-100 Dan Air (G-BAFZ/AJW) | £8.99 |
| SM44-156 | HS.121 Trident 2 Cyprus Airways | £8.99 |
| SM44-158 | Boeing 727-100 Star Airways (G-BNNI) | £8.99 |
| SM44-159 | Douglas DC-8 63 Air Turas (EI-CGO) | £8.99 |
| SM44-160 | Vickers VC-10 02 RAF (Grey/Green & Black) | £8.99 |
| SM44-167 | Boeing 727-200 Airways (G-BTCG-BEOH) | £8.99 |
| SM44-172 | Boeing 707-336 British Airways (Landor) | £8.99 |
| SM44-178 | Fokker F.27 Logonair (G-BNAP) | £8.99 |
| SM44-179 | Boeing 707-436 BOAC (new c/s) (G-APFB/CIM) (Gold Speedbird) | £8.99 |
| SM44-180 | Boeing 707-300C British Cargo (G-ASZF/G) | £8.99 |
| SM44-181 | Boeing 707 British Airways 'Landor' | £8.99 |
| SM44-182 | Boeing 757 British Airways 'Chatham' | £8.99 |
| SM44-204 | BAC Concorde BOAC | £8.99 |
| SM44-205 | BAC 1-11 200 British United (various) | £8.99 |
| SM44-209 | BAC 1-11 Laker Airways (various) | £8.99 |
| SM44-210 | BAC 1-11 481AK Bahamasair (VP-NYP) | £8.99 |
| SM44-211 | BAC 1-11 401AK Bahamasair (C6-BDP) | £8.99 |
| SM44-212 | BAC 1-11 | £8.99 |
| SM44-213 | Lockheed 1011 B.E.A. (N3035A) | £8.99 |
| SM44-214 | BAC 1-11 Trident Pakistan International AF | £8.99 |
| SM44-215 | L-1011 TriStar BEA 'Speedjack' | £8.99 |
| SM44-216 | BAC 1-11 British Island/Virgin (G-AWWJ) | £8.99 |
| SM44-217 | Airbus A320 Transtil (EI-TLE/F/G) | £8.99 |
| SM44-218 | BAC 1-11 Merpati Nusantara (VKSU) | £8.99 |
| SM44-220 | M.E.A. Vickers VC-10 (CC-AFA) | £8.99 |
| SM44-223 | BAC 1-11 Allegheny | £8.99 |
| SM44-224 | Vickers Vanguard Merpati (PK-MVF) | £8.99 |
| SM44-225 | BAC 1-11 Trident Pelita Airways/Cyprus | £8.99 |
| SM44-231 | HS.121 Trident Two The Malta Airline (Various) | £8.99 |
| SM44-250 | BAC 1-11 RAE (XX919) | £8.99 |
| SM44-251 | BAC 1-11 RAE (XX924) | £8.99 |
| SM44-252 | BAC 1-11 LANICA (AN-BBE) | £8.99 |
| SM44-276 | Boeing 737-200 Sobre (G-OJSW) | £8.99 |
| SM44-277 | Boeing 737-200 Sobir Airways (G-BJAS/BJO) | £8.99 |
| SM44-278 | Vickers Vanguard 806 Channel Airways (Various) | £8.99 |
| SM44-279 | Viscount 800 British Air Ferries (G-AOHT) | £8.99 |
| SM44-282 | Viscount 800 National Airways (OK-BRE) | £8.99 |
| SM44-283 | Viscount 800 Aviemk (G-APMD) | £8.99 |
| SM44-284 | Viscount 800 Transair (G-NORJ) | £8.99 |
| SM44-296 | Boeing 727-100 British Eagle (G-AVZZ/KOD) | £8.99 |
| SM44-297 | Boeing 707-100 British Caledonian (G-TJAA) | £8.99 |

BUSES 222, U3, 727 pass the top of Horton Road. Only 2 minutes walk from West Drayton (BR) Station. Ten minutes drive from Heathrow Airport.

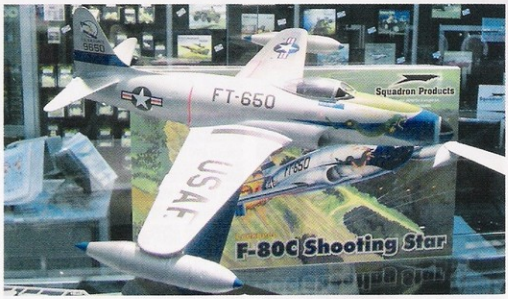
Ar 196A-3 previously reported is going to be worth waiting for, as will the SM 81 *Pipistrello* in 1/72. Hasegawa, located next door, had their new Hawkeye on display, as well as the imminent Israeli Air Force boxing of the F-16 in 1/48.

Lingering a while at Airfix to admire the 1/48 Sea Vixen, we couldn't help but notice an enormous Mosquito as well, and this was attracting considerable attention. The Maquette is certainly impressive, and the video playing on the large screen next to it will be familiar to many since its exposure on *You Tube*. Hall 7 played host to many of those names regularly featured in these pages, including HobbyBoss – whose Lynxes have landed – Academy, Roden, Eduard, Zvezda, Minicraft and Squadron. Others were present in one form or another – some sharing booths - and the overwhelming impression we got from all the people we spoke to was one of optimism.

We did, of course, make the long walk to Revell's HQ, pausing on the way to greet Adalbertus and Techmod in the New Exhibitor's quarters.

So what did we get from the Toyfair – apart from the product samples that play such an important part in the editorial content of this magazine, and which were meticulously packed and watched aboard the return flights to Manchester? Certainly we had an opportunity to see at first hand what exciting prospects are in store for the hobby, but chiefly we went to meet our many friends who are committed to producing the kits and accessories that feature so large in our lives, to vouchsafe our interest in their ongoing business, and to express our gratitude and support for them in all they do. Congratulations to all those exhibiting this year. It was a great show, and we look forward to seeing you at the *Messe* next year, if not before.

● SAMI




Squadron were present with a big display, prominent among which was the new Czech Model 1/32 F-80C Shooting Star

On the way from ICM

Swissair Avro RJ100. Any decal sheets out there yet for this?

Not just the old Piper with floats, the layout of the aircraft meant this had to be almost completely retooled

Special Hobby's A-20 was another deserving winner. Look out for another boxing later in the year as an A-20G in Russian service

Trumpeter's 1/32 Lightning has come home to roost – with new decals of course – but how many of us have managed to build them yet?

Eduard have the E… but Revell have the F. This is a reissue of an older 1/32 tooling, but still looks pretty good built up from the box

Sorry about this, but the resemblance to a 1973 visit to Frodingham loco sheds was too much to resist! Model railways in Hall 3 – don't discount the genre if dioramas are your thing.

Squadron's 'in-house' products portfolio continues to provide variety and interest

Another 1/32 Eurofighter! This time from Trumpeter, with two seats

Large grey aircraft with two seats will definitely be in vogue this year

Dragon's Big D! What's it swallowed then?

A floorplan of the Messe. Only here can you find not simply rooms, but whole cavernous hangars full of juggling equipment and such trivia

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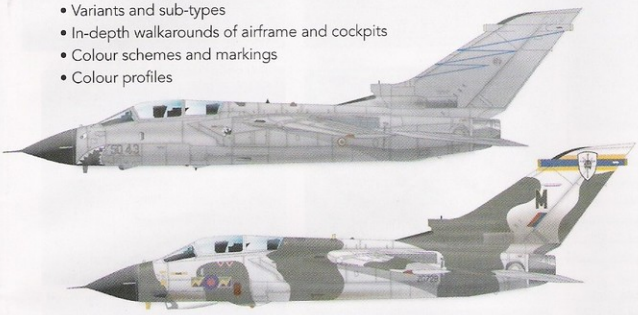

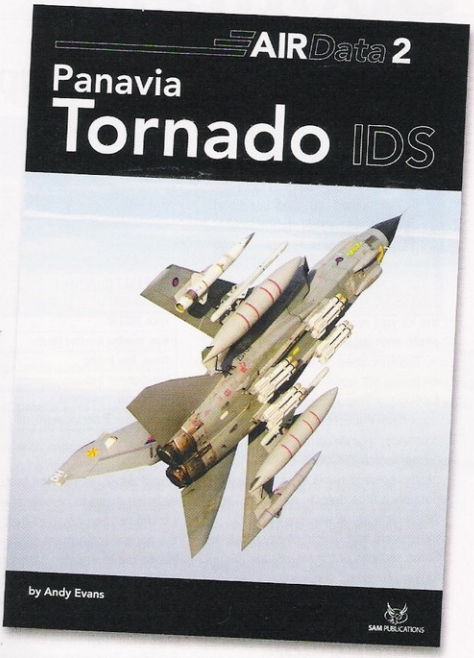


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During the 1960s, aeronautical designers looked to variable geometry designs to gain the manoeuvrability and efficient cruise of straight wings with the speed of swept-wing designs. Britain and France initiated the AFVG (Anglo French Variable Geometry) project in 1965, which ended with French withdrawal in 1967, however in 1968; West Germany, the Netherlands, Belgium, Italy, and Canada formed a working group to examine replacements for the F-104 Starfighter, initially called the Multi Role Aircraft (MRA), and later the Multi Role Combat Aircraft (MRCA). Britain joined the MRCA group in 1968.

The concepts were reduced to two designs; a single seat Panavia 100 for West Germany, and the twin-seat Panavia 200 which the RAF preferred and which would eventually become the Tornado. The first aircraft were delivered to the RAF and Luftwaffe on 5 and 6 June 1979 respectively. Production finally ended in 1998 after some 992 aircraft of all variants had been built.

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# Spotlight

## Taking a shot at Trumpeter's 1/72 Tu-22M3 Backfire

**TRUMPETER** **1/72**

BY **RANDY CUSTODIO**

Trumpeter return to Cold War aircraft with their latest test shot, as sent to IPMS Philippines. It depicts the Soviet Tu-22M3 Backfire, a Cold War supersonic bomber, which was huge even in 1/72. As with other test shots, the kit was received without decals or photo-etch details.

The kit comes on fifteen sprues, excluding the upper fuselage, lower fuselage, and radome. Two of those sprues are duplicates for external ordnance, mainly bombs and multiple ejector racks. The parts clearly show neatly recessed panel lines, although possibly a little deep to my eyes. The single clear sprue was completely transparent and devoid of any scratches. Some sections of the kit, mainly the forward fuselage, show some inconsistent mould quality, with faint detailing and scarring on the surfaces – which we hope will have been corrected once this kit enters production.

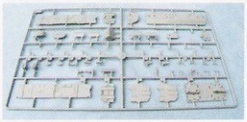
The entire kit is covered with indented rivets - which may or may not be an accurate representation of the actual aircraft - although looking at reference pictures of a Tu-22M3 on permanent display these are conspicuous, probably due to the aircraft being constantly exposed to the elements.

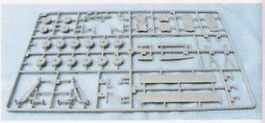
The model allows the cockpits to be posed open, with good detailing on the inside of the hatches. Each of the four ejection seats has harnesses molded on, and the side/center consoles feature raised detail, though the buttons and switches seem to be over scale for 1/72. I could not find any part that represents the cockpit instrument panel – which leaves me to wonder if the production kit will feature this as an etched part.

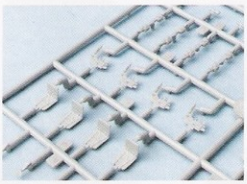
**TECHNICAL DATA**

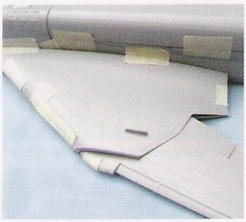
**Tu-22M3 Backfire**

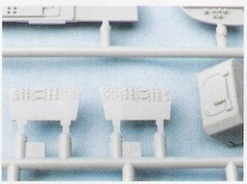
| | |
|---|---|
| Scale: 1/72 | Kit No: 1655 |
| Price: US$140 | |
| Type: Injection Moulded Plastic | |
| Status: New Tooling | |
| Manufacturer: Trumpeter | |
| UK Importer: Pocketbond | |
| US Importer: Stevens International | |

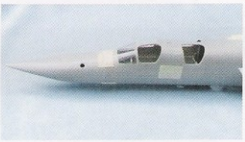












Airframe detailing looks adequate. The nose has that signature upturned look, a distinguishing feature of the Backfire. Two holes on the upper surface will accept clear parts, but seem over scale compared to photographs.

There doesn't seem to be a full intake trunk, though a couple of turbine fans are included. I could not find any parts that depict the intake ramps, my cue being the numerous tiny bleed air holes in them. A careful search failed to find any pieces representing afterburner detail. Hopefully these parts are likewise included as photo-etch details.

The undercarriage main mounts are softly molded, and while the quality of the parts does not match the rest of the kit there are no sink marks and some of the cabling is included. The mainwheels are near-identical to the actual subject when compared to photos, but the nosewheel seems off the mark.

The variable geometry wings can be posed in any way the modeler wishes (they are not interlocked like other kits that feature swing wings). The option of raised/lowered leading edge slats and ailerons/flaps also add more interest to the built model.

The vertical stabilizer allows for a movable rudder, and it seems that the turret for the twin 23mm cannons can be traversed. I noticed the sample was missing one of four fairings near the top of the fin, compared to a particular photograph I have of the aircraft.

The bomb bay is included, and while the bulkheads have some detailing, it still leaves a lot of opportunity for more to be added.

Armament included is staggering, with a pair of Kh-22s (AS-4 Kitchen), six Kh-15 (AS-16 Kickback) missiles, and a whopping 18 FAB-250 iron bombs. A pair of MERs will accommodate this last set of ordnance. Two pylons allow the modeller to mount both Kh-22s underneath the wing gloves. My untrained eyes spotted what could be a rotary launcher for the Kh-15s, but I'm not too sure about it.

Trumpeter has contributed yet another fine beast to their 1/72 Russian bomber range. At the very least, the features and weapon choices of this kit eclipse the Tu-22M released by ESCI so many years ago, and Trumpeter's Backfire is sure to be welcomed by enthusiasts of Soviet air power.

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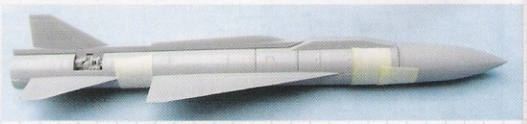
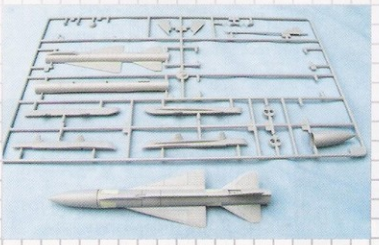




# Silver Service

**SILVER WINGS** **1/72**

**BY DAVE HOOPER**

*Supermarine Southampton MK I*

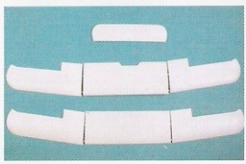
**TECHNICAL DATA**

| **Supermarine Southampton Mk I** | |
|---|---|
| Scale: 1/72 | Kit No:72-001 |
| Price: £TBC | Decal Options: 2 |
| Panel Lines: Recessed | |
| Status: New Tooling | |
| Type: Resin | |
| Manufacturer: Silver Wings | |

It's hard to believe that such a historic aircraft as the Supermarine Southampton has never been kitted before, other than as a Contrail vacform. The Southampton came into being at a time when the WW1 family of Felixstowe flying boats were in need of replacement. The type went on to become the most successful British flying boat of the 1920s with the original wooden hulled Mk Is paving the way for the Mk II with a duraluminium hull.

This is the first kit to be produced by a Polish company called Silver Wings and boy, what an entrance. The kit arrived in a large professional looking box and on lifting the lid my jaw dropped as my eyes feasted upon clear plastic bags filled with some very impressive castings of pale green resin.

The fuselage mouldings are extremely clean and tidy with not even a hint of air trappings. There are no casting blocks to remove and no flash so the fuselage halves can be dry fitted directly from the box without first having to saw, sand and file away large chunks of resin. These fit perfectly and have lots of excellent detail, both inside and out.

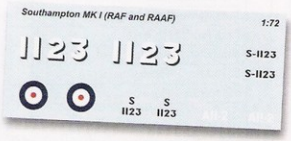


The wings each come in three parts, which should fit easily together via a set of lugs and recesses. The rib detail on the wings is nicely stated without being overdone, while the elevator and ailerons come as separate parts allowing for realistic positioning without having to carry out surgery on your wings.

Then come more bags filled with a mass of smaller bits and pieces, most significant of which are perhaps the engines, radiators and transport gear. All are nicely moulded and free of flaws although the wheels are solid where they should be spoked. This could perhaps have been depicted better with a small etched brass set and this, if anything, is my only slight niggle with this kit.

Many, but not all of the struts are strengthened with copper wire, however I noted that some of the unreinforced struts have already begun to warp and I would perhaps consider replacing these.

Two sheets of decals are included; one of national markings and one of serial numbers suggesting that there may be more Southampton kits to come. Two options are provided, one for an RAF machine, S-1123 and the other for an RAAF trainer, A11-2. The Instructions come in the form of a large ten-page booklet consisting of a short type history, constructional diagrams and painting references. These all look well laid out and easy to follow, although a set of scale plans would have been useful.




My first impressions are very positive and I have no doubt that this kit will build into a beautiful replica of one the great interwar flying boats. The only slight reservation I have concerns how prone the resin wings will be to warping on such a large biplane, but only time can answer this question.

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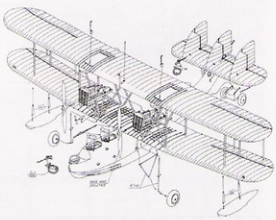
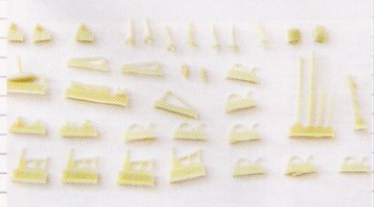
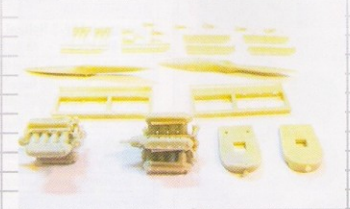
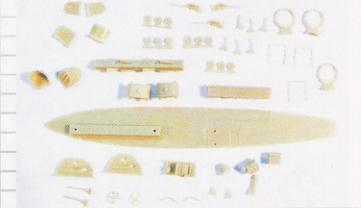






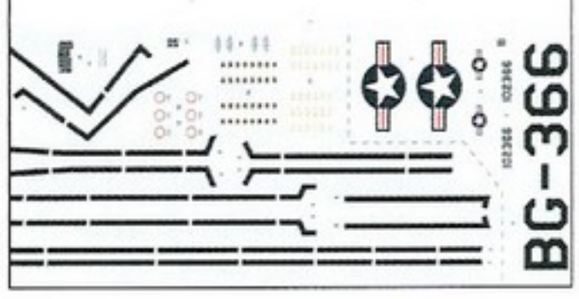


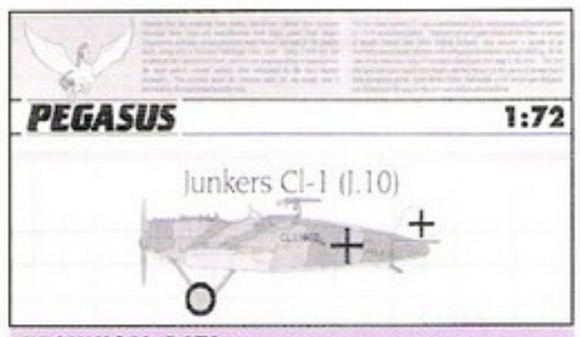
# Previews

TECHNICAL DATA

**X/YB-35 Flying Wing**

| | |
|---|---|
| Scale: 1/72 | Kit No: 1277 |
| Price: £32.29 | Decal Options: 2 |
| Panel Lines: Recessed | |
| Status: Revised Issue | |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 124, Clear 6 | |
| Manufacturer: Italeri | |
| UK Importer: The Hobby Company | |
| US Importer: MRC | |

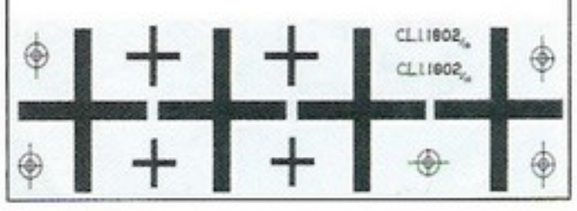



TECHNICAL DATA

**Junkers Cl-1 (J.10)**

| | |
|---|---|
| Scale: 1/72 | Kit No: 5005 |
| Price: £11.25 | Decal Options: 1 |
| Panel Lines: Recessed | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 12, Metal 18 | |
| Manufacturer: Pegasus | |
| UK Importer: Freightdog Models | |



SILVER CLOUD

SCK7201 Avro 720 Mixed Power Interceptor (1/72nd complete resin kit)

TECHNICAL DATA

**Avro 720 Mixed Power Interceptor**

| | |
|---|---|
| Scale: 1/72 | Kit No: SCK7201 |
| Price: £29.99 | Decal Options: 2 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Resin | |
| Parts: Resin 23, Clear resin 1 | |
| Manufacturer: Silver Cloud | |
| UK Importer: Freightdog Models | |

TECHNICAL DATA

**CASA C-212-200M Aviocar**

| | |
|---|---|
| Scale: 1/72 | Kit No: MS-125 |
| Price: £TBC | Decal Options: 4 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Vacform | |
| Parts: Vacform 30, Plastic 46, Vacform Clear 19 | |
| Manufacturer: Broplan | UK Importer: Aeroclub |

TECHNICAL DATA

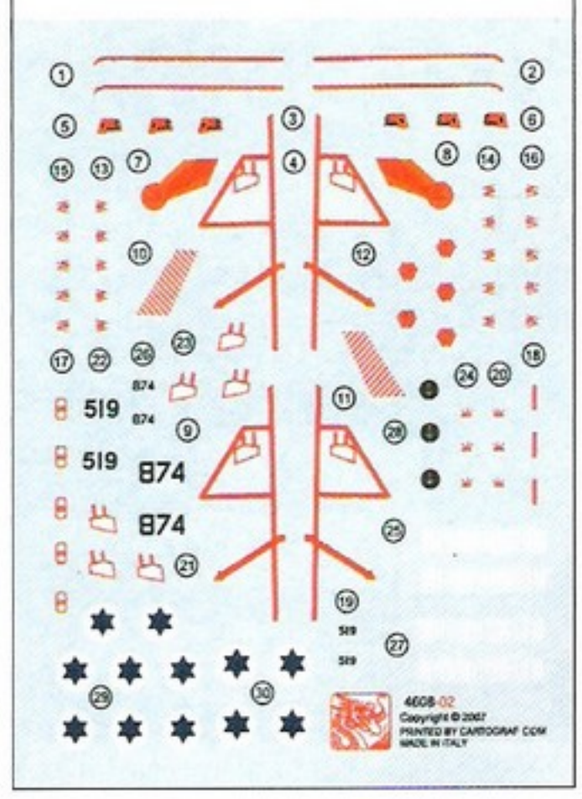
**Spitfire LF Mk Vc**

| | |
|---|---|
| Scale: 1/48 | Kit No: 1137 |
| Price: £31.99 | Decal Options: 4 |
| Panel Lines: Recessed | |
| Status: Revised Tooling | |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 91, Clear 9, Resin 2, Etched 115 | |
| Manufacturer: Eduard | |
| UK Importer: Hannants/LSA | |
| US Importer: Squadron | |

TECHNICAL DATA

**IDF Kfir C2 and C7 Double kit**

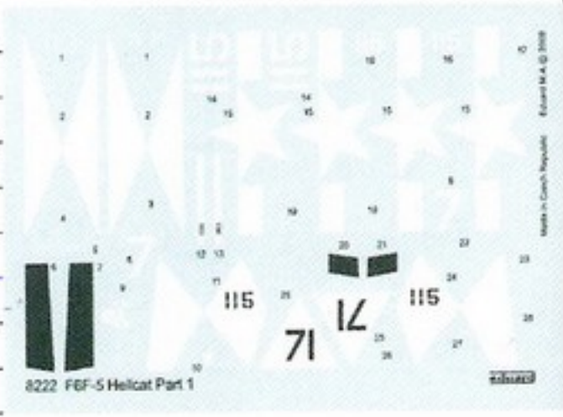
| | |
|---|---|
| Scale: 1/144 | Kit No: 4608 |
| Price: £8.32 | Decal Options: 1 |
| Panel Lines: Recessed | |
| Status: Reissue | |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 34 (x2), Clear 1 (x2) | |
| Manufacturer: Italeri | |
| UK Importer: The Hobby Company | |
| US Importer: Dragon USA | |



TECHNICAL DATA

**Grumman F6F-5 Hellcat**

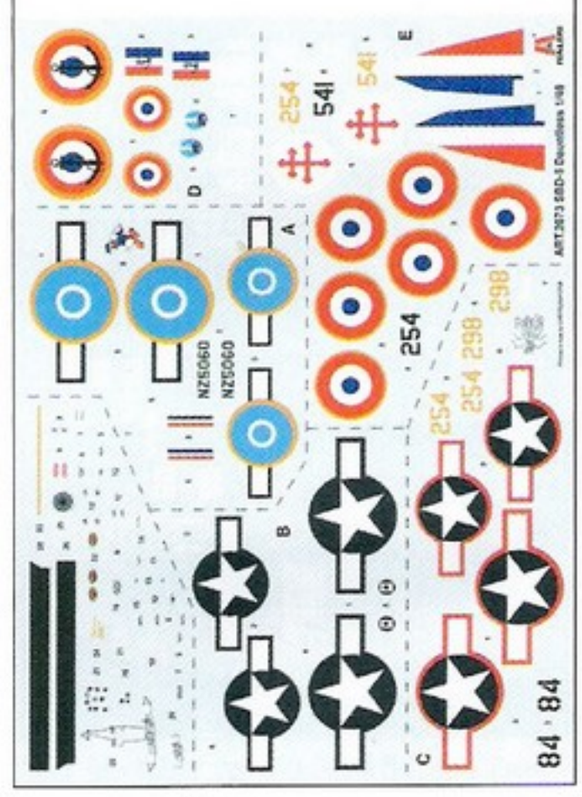
| | |
|---|---|
| Scale: 1/48 | Kit No: 8222 |
| Price: £22.50 | Decal Options: 4 |
| Panel Lines: Recessed | Status: Revised Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 132, Clear 18, Resin 4, Etched 106 | |
| Manufacturer: Eduard | |
| UK Importer: Hannants/LSA | |
| US Importer: Squadron | Includes canopy masks |



TECHNICAL DATA

**Douglas SBD-5 Dauntless**

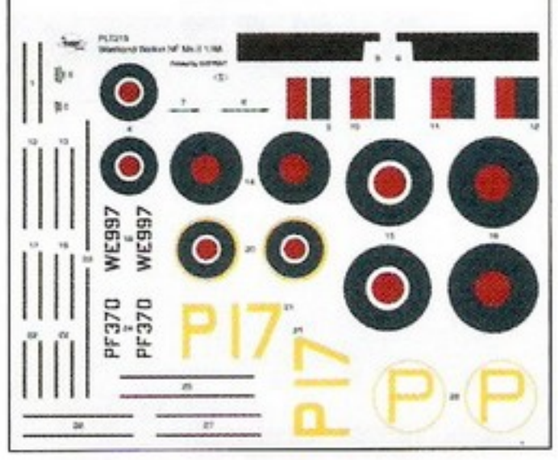
| | |
|---|---|
| Scale: 1/48 | Kit No: 2673 |
| Price: £25.43 | Decal Options: 5 |
| Panel Lines: Recessed | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 101, Clear 13 | |
| Manufacturer: Italeri | |
| UK Importer: The Hobby Company | |
| US Importer: MRC | |



TECHNICAL DATA

**Westland Welkin NF Mk II**

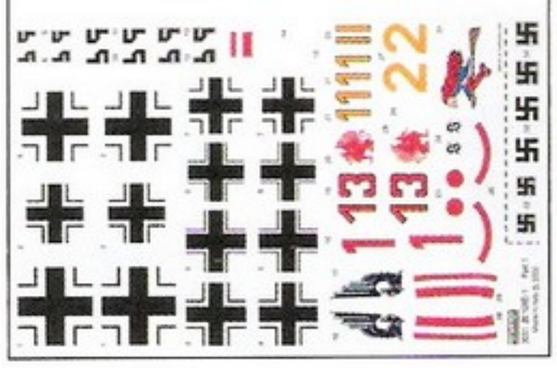
| | |
|---|---|
| Scale: 1/48 | Kit No: 219 |
| Price: £86.40 | Decal Options: 1 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Resin | |
| Parts: Metal 3, Vacform Clear 2, Resin 53, Etched 22 | |
| Manufacturer: Special Hobby | |
| UK Importer: Hannants | US Importer: Squadron |



TECHNICAL DATA

**Messerschmitt Bf 109E-1**

| | |
|---|---|
| Scale: 1/32 | Kit No: 3001 |
| Price: £47.99 | Decal Options: 4 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 152, Clear 4, Etched 50 | |
| Manufacturer: Eduard | |
| UK Importer: Hannants/LSA | |
| US Importer: Squadron | |



TECHNICAL DATA

**BAe Hawk T Mk 1**

| | |
|---|---|
| Scale: 1/48 | Kit No: 2669 |
| Price: £19.56 | Decal Options: 5 |
| Panel Lines: Recessed | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 113, Clear 8, Etched 18 | |
| Manufacturer: Italeri | |
| UK Importer: The Hobby Company | |
| US Importer: MRC | |

TECHNICAL DATA

**Fokker Dr.I Weekend Edition**

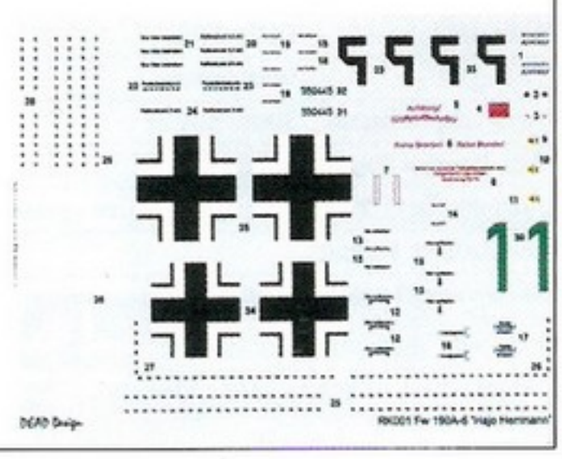
| | |
|---|---|
| Scale: 1/48 | Kit No: 1137 |
| Price: £12.80 | Decal Options: 1 |
| Panel Lines: Recessed | Status: Revised Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 69 | Manufacturer: Eduard |
| UK Importer: Hannants/LSA | |
| US Importer: Squadron | |

This quite remarkable package contains a complete Eduard Fw 190 kit, a limited edition poster signed by Herrmann himself, and a two-piece resin bust of the ace. It's a real collectors' piece and we look forward with interest to seeing what subjects will follow it up.

TECHNICAL DATA

**Focke Wulf Fw 190A-6 Special Issue 'Hajo Herrmann'**

| | |
|---|---|
| Scale: 1/48 | Kit No: RK001 |
| Price: £49.93 | Decal Options: 1 |
| Panel Lines: Recessed | Status: Revised Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 154, Clear 8, Resin 2, Etched 74 | |
| Manufacturer: Special Hobby | |
| UK Importer: Hannants | US Importer: Squadron |

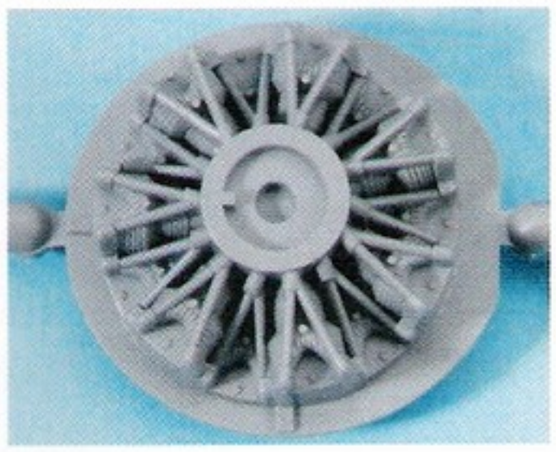



# Pacific Pete

## F1M2 Type Zero Seaplane ( Pete) Model 11

If you had asked me what a Zero was, like most modellers, I would have described the Mitsubishi fighter, but there was another Zero - the F1M2 - codenamed Pete by the allies. This aircraft is a combination of a streamlined elegant fuselage with an old fashioned biplane layout, designed to spot targets for battleships, a role it seldom performed, the 1,000 aircraft produced carrying out patrols, reconnaissance and convoy escort duties instead.

This kit sets new standards for Hasegawa with a cockpit and engine that is so well detailed that purchasing

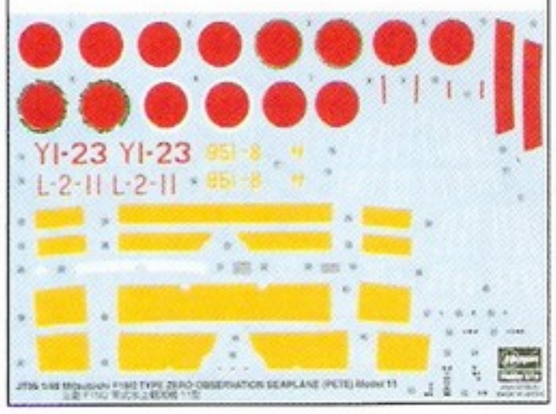


a resin replacement is pretty pointless. Being a floatplane Hasegawa have supplied a nice beaching trolley on which you can display your model, and three marking options are supplied, all finished in green over grey camouflage. Hasegawa have released a separate etched detail set for this kit, placement schematics for which are included in the instructions for the kit, so don't try to find them in the box! This fret will include rigging wires, seatbelts, bomb fins and rudder pedals as well as replacements for the plastic centre-section struts. Being a

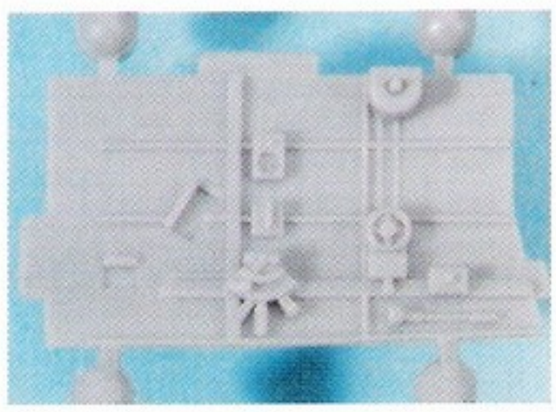
TECHNICAL DATA

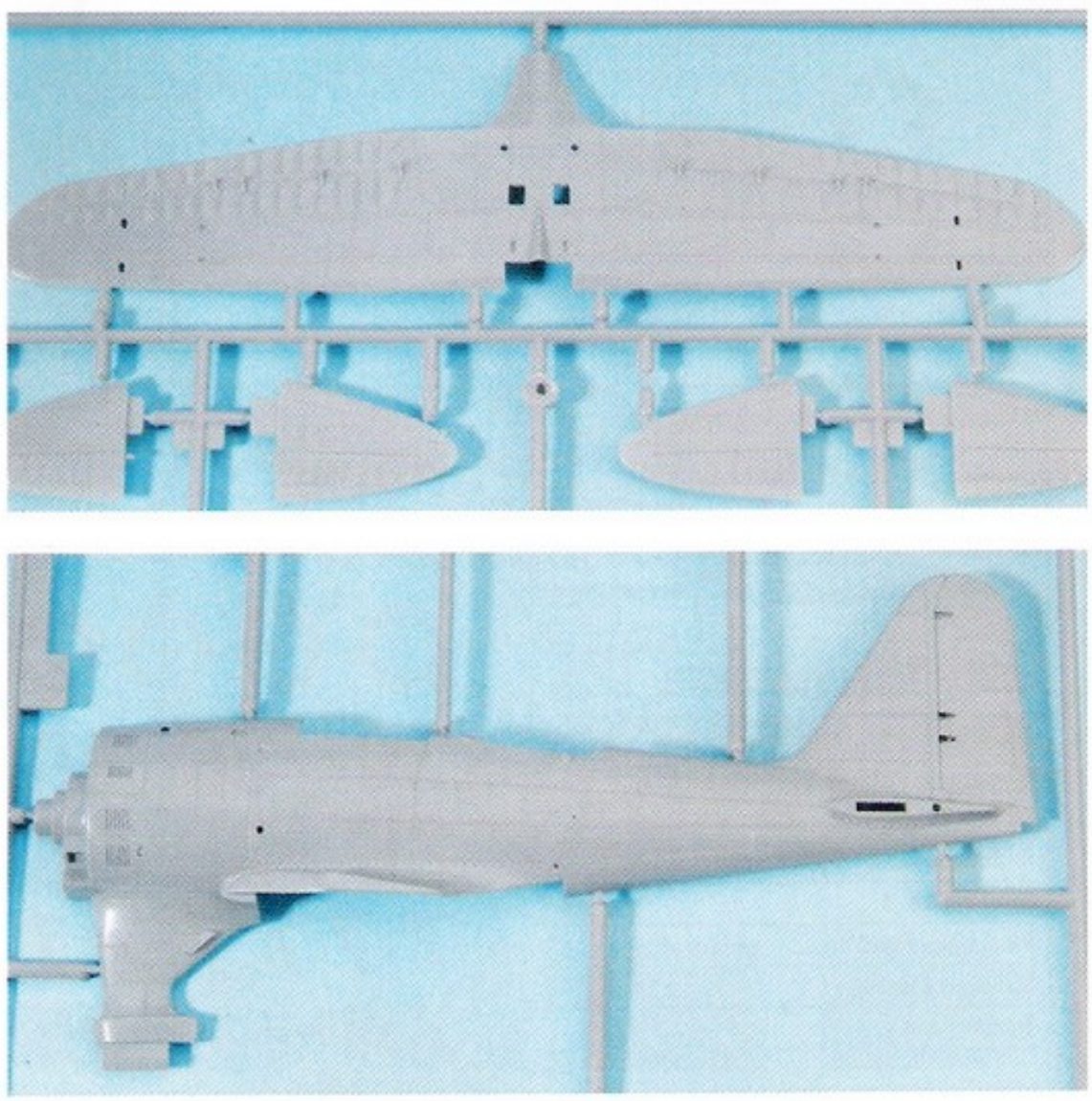
**F1M2 Type Zero Seaplane [ Pete] Model 11**

| | |
|---|---|
| Scale: 1/48 | Kit No: JT096 |
| Price: £25.99 | Decal Options: 3 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Iinjection Moulded Plastic | |
| Parts: Plastic 114, Clear 14 | |
| Manufacturer: Hasegawa | |
| UK Importer: Creative Models | |




Hasegawas kit assembly should be straightforward, and as this is a pacific based floatplane you can go to town on the weathering to make your model really stand out from the crowd.

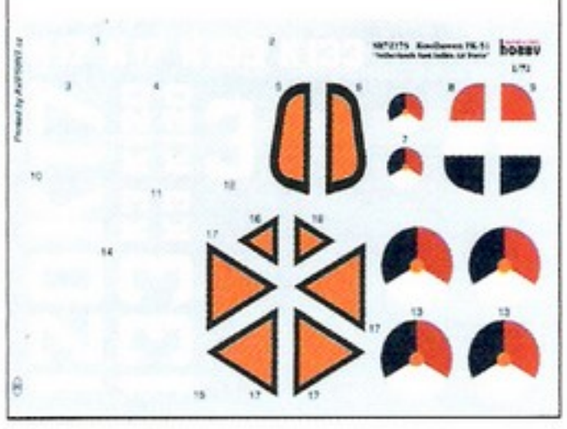




TECHNICAL DATA

## Koolhoven FK.51 Dutch East Indies

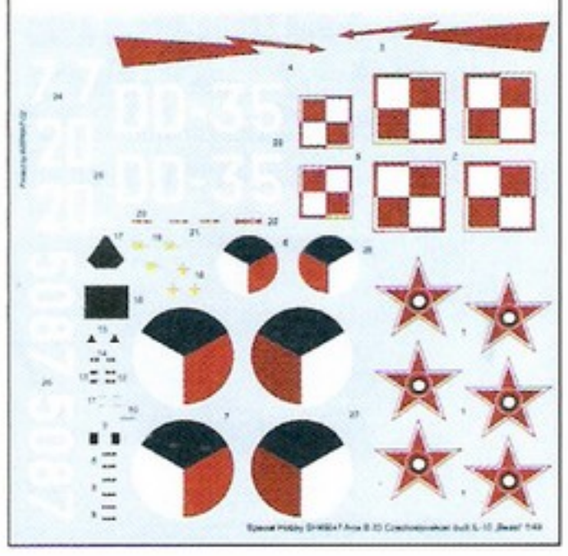
| | |
|---|---|
| Scale: 1/72 | Kit No: 72175 |
| Price: £14.99 | Decal Options: 4 |
| Panel Lines: Recessed | Status: Revised Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 42, Resin 1, Etched 29 | |
| Manufacturer: Special Hobby | |
| UK Importer: Hannants | US Importer: Squadron |



TECHNICAL DATA

## Avia B-33

| | |
|---|---|
| Scale: 1/48 | Kit No: 48047 |
| Price: £30.80 | Decal Options: 4 |
| Panel Lines: Recessed | Status: Revised Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 108, Clear 4, Resin 22, Etched 50 | |
| Manufacturer: Special Hobby | |
| UK Importer: Hannants | US Importer: Squadron |



TECHNICAL DATA

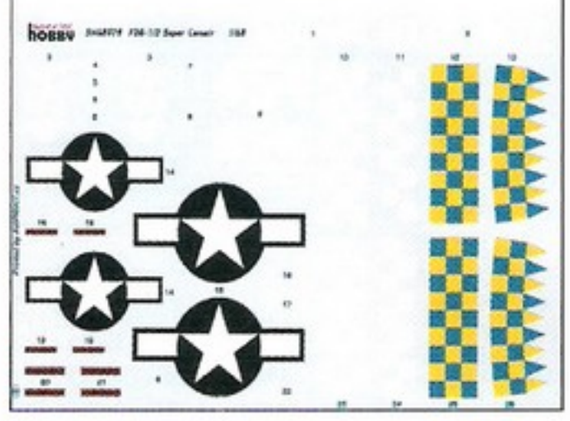
## DB-8 Bombers over South America

| | |
|---|---|
| Scale: 1/72 | Kit No: 72553 |
| Price: £18.50 | Decal Options: 5 |
| Panel Lines: Recessed | Status: Revised Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 53, Clear 3, Resin 13, Etched 24 | |
| Manufacturer: Special Hobby | |
| UK Importer: Hannants | US Importer: Squadron |

TECHNICAL DATA

## F2G-1/2 Super Corsair

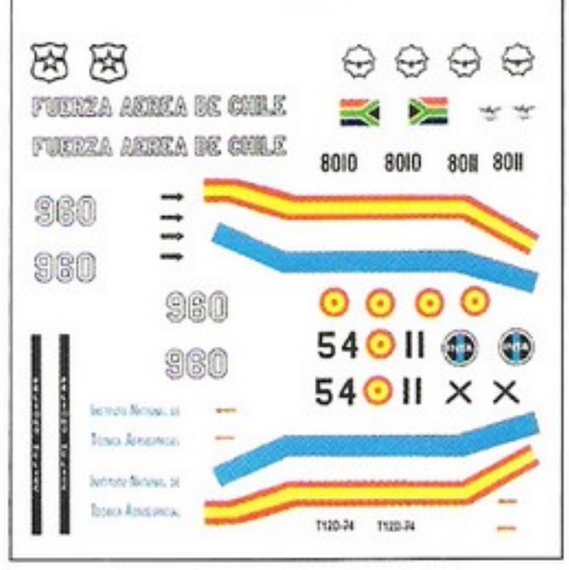
| | |
|---|---|
| Scale: 1/48 | Kit No: 48079 |
| Price: £22.90 | Decal Options: 3 |
| Panel Lines: Recessed | |
| Status: Revised Tooling | |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 68, Clear 6, Resin 76, Etched 33 | |
| Manufacturer: Special Hobby | |
| UK Importer: Hannants | |
| US Importer: Squadron | |



TECHNICAL DATA

## CASA C-212-200 Aviocar

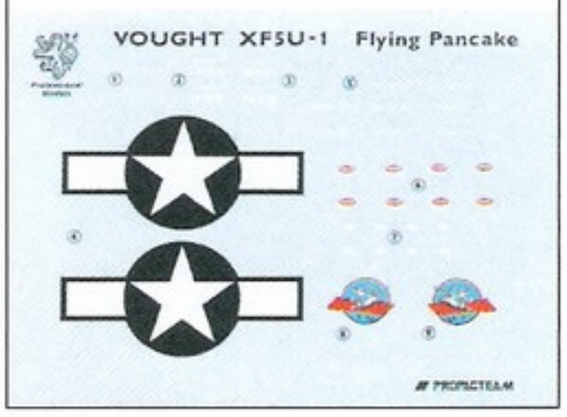
| | |
|---|---|
| Scale: 1/72 | Kit No: MS-124 |
| Price: £TBC | Decal Options: 3 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Vacform | |
| Parts: Vacform 30, Plastic 46, Vacform Clear 19 | |
| Manufacturer: Broplan | UK Importer: Aeroclub |



TECHNICAL DATA

## XF5U-1 Flying Pancake

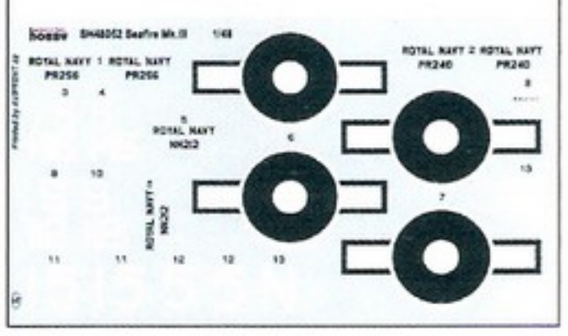
| | |
|---|---|
| Scale: 1/48 | Kit No: 216 |
| Price: £53.99 | Decal Options: 1 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Metal 3, Vacform Clear 2, Resin 3 | |
| Manufacturer: Special Hobby | |
| UK Importer: Hannants | |
| US Importer: Squadron | |

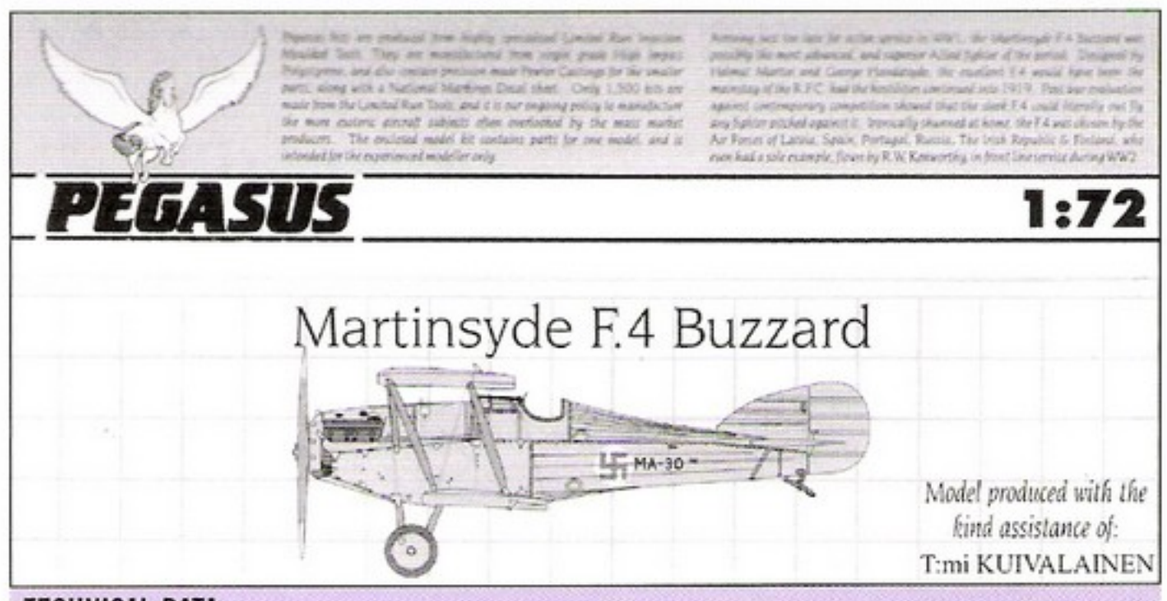


TECHNICAL DATA

## Supermarine Seafire Mk III

| | |
|---|---|
| Scale: 1/48 | Kit No: 48052 |
| Price: £21.50 | Decal Options: 3 |
| Panel Lines: Recessed | |
| Status: Revised Tooling | |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 83, Clear 7, Etched 28 | |
| Manufacturer: Special Hobby | |
| UK Importer: Hannants | |
| US Importer: Squadron | |
| Canopy masks included | |






TECHNICAL DATA

## Martinsyde F.4 Buzzard

| | |
|---|---|
| Scale: 1/72 | Kit No: 4016 |
| Price: £TBC | Decal Options: 2 |
| Panel Lines: Recessed | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 11, Metal 12 | |
| Manufacturer: Pegasus | |
| UK Importer: Freightdog Models | |

It's been a long time since we have seen Pegasus kit in these pages, and now Freightdog are reissuing the range we look forward to more of the compact little boxes. The kit includes injection moulded main parts, white-metal details and a length of plastic strut from which to fabricate your own parts.

TECHNICAL DATA

## Dassault Falcon 50M Surmar

| | |
|---|---|
| Scale: 1/72 | Kit No: MS-123 |
| Price: £TBC | |
| Decal Options: 1 | |
| Panel Lines: Recessed | |
| Status: New Tooling | |
| Type: Vacform | |
| Parts: Vacform 31, Plastic 50, Vacform Clear 15 | |
| Manufacturer: Broplan | |
| UK Importer: Aeroclub | |

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# Reviews

## Fiat G.55 Centauro

**PACIFIC COAST 1/32**

BY **CHRIS BUSBRIDGE**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/32 | Kit No: 32007 |
| Price: £TBC | Decal Options: 5 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 64, Resin 12, Etch 55 Clear 5 | |
| Manufacturer: Pacific Coast Models | |
| UK Importer: Cammett | |

This is the first 1/32 model I have reviewed for *SAMI* and what a great subject to work on! Moulded in a blue/grey plastic, the surfaces have a very shiny, polished finish with neat, evenly engraved panels that are all present and correct, although there are a few additional vertical panel lines on the rear fuselage compared to the *Ali d'Italia* drawings. It is up to the modeller if they wish to fill these lines in. The edges of some parts had a slight angle, probably to ease removal from the moulds, so it's necessary to square off some items such as the radiator panels to get a clean fit. The relatively small coloured photo-etch covers instrument faces, seat belt parts, toggle switches and oil cooler radiator screens. The resin parts are excellent and cover the wheel well (including the rear of the engine), cockpit floor/sidewalls and instrument panel, exhausts, and mainwheels. The tyres are the correct diameter (19mm), but they should be 6.5mm wide. It will be possible to use the wheels from M. di Terlizzi's 1/32 C.205 detail set, which is currently under preparation. This will necessitate modification of the undercarriage forks to allow the wider tyre to fit properly.

### Construction

Before starting construction in earnest, I tackled the trailing edges of the main wing parts as they are too thick and have to be thinned down considerably on their inner faces to get a more realistic look.

There has been some debate about the correct cockpit colour for the G.55, ranging from zinc chromate (as used in the only surviving airframe), to interior pale green and interior grey. It is commonly thought that the Fiat G.50 had a grey interior, so I used this colour for the G.55 (the instructions suggest verde anti-corrisivo). When completed the cockpit looks terrific and fits easily inside the fuselage, the halves of which I had already joined together. The exhausts have to be painted up and installed at this point as well, as it will not be possible to add them at a later stage.

Some of the resin towards the rear of these exhaust parts will have to be removed to allow clearance for the rear engine part to fit properly. This is the only modification required during the whole sequence, although I did open up the shell ejector chutes on the lower wings, as well as the nose gun troughs. This part is moulded as an insert and needs to be blended into the fuselage perfectly, leaving no seam. This is the only part that needed any filler.

The two upper wing parts were glued to the fuselage next. This allows for perfect alignment along the wing root. The lower wing is in three parts, which is unusual. I recommend gluing all three parts together first, allowing plenty of curing time. Fortunately the resulting join is easy to clean up.

The plastic rear wheel well bulkhead had its edges squared off before gluing in place on the lower wing. Failure to do this will mean a lower wing that will not meet up with the top wing correctly. The rest of the resin wheel well parts fitted perfectly.

The radiator faces slot into grooves on the lower wing recess and again their edges should be squared off before gluing the fairing in place. The stabiliser parts were next to be installed, along with various smaller items such as teardrop fairings, scoops and wing guns etc. The canopy fitted perfectly and was carefully masked, with the gap in the rear temporarily filled to avoid overspray into the cockpit.

### Colour Options

The decal sheet provides four schemes – banded, Luftwaffe style, lozenge or dark olive green. I chose one of my favourite G.55 schemes, namely the banded or 'herringbone' pattern. With an overall *Nocciola Chairo* applied first, bands of *Verde Oliva Scuro* were carefully airbrushed with subtle variations to avoid getting straight edges. *Grigio Azzuro Chairo* was used for the lower surfaces. All colours were from White Ensign Models enamel range. The black spiral on the white spinner was hand brushed.

The decals are printed by Cartograf and are very dense. There was no transparency to the white at all.

### Conclusion

Pacific Coast Models have done this aircraft justice. Having been ignored for some time, now there are plenty of good kits in both 1/72 and 1/48. This one is perhaps the best, as the large scale really suits this aircraft and helps to show off its clean lines, which have been captured perfectly on this model even down to the offset rudder. Highly recommended for all Italian aircraft enthusiasts as well as other modellers who prefer to work in this scale.

● **SAMI**

# F-22A Raptor

**ACADEMY** **1/48**

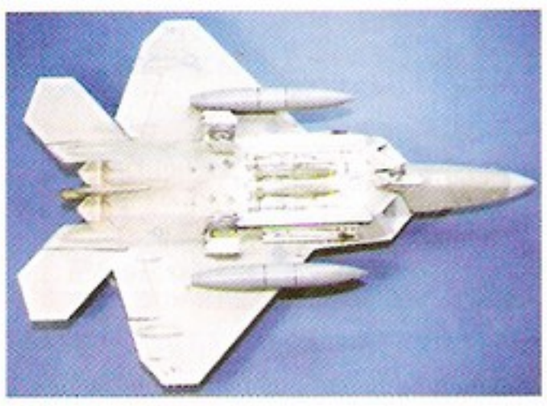
BY **ANDY MCCABE**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/48 | Price: |
| Kit No: | Decal Options: 32 |
| Type:Injection Moulded plastic | |
| Status: New Tooling | Manufacturer: Academy |
| UK Importer: Toyway | US Importer: MRC |

On the 29th September 1990 Lockheed Martin first flew the prototype YF-22, this was later to become the F-22A Raptor and is a fifth generation fighter aircraft that utilises stealth technology. The first F-22 was delivered to Nellis Airforce base in Nevada on the 14th January 2003 and a Dedicated Initial Operational Test and Evaluation began in earnest on the 27th October 2003. Powered by two Pratt & Whitney F119-PW-100 Pitch Thrust vectoring turbofans, at altitude the F-22 can reach Mach 2.25 or supercruise at Mach 1.82.

The kit is enclosed in a large stout box, and when you lift the lid off you are hit with a pretty impressive sight. The upper fuselage / wing section is a single large moulding that sits on a tray type insert inside the box base. This is a huge, impressive piece of injection moulding, which is matched by another equally large lower fuselage part underneath the tray. Also lurking below are a further four huge sprues of grey plastic, one clear and one smoky clear sprue, making around 275 plastic parts



in all. There is also one huge decal sheet and two sets of instructions, one for the build and one for decal placement and painting. All in all this is a very comprehensive product from Academy.

Can't wait to get started on this one, so here we go.

## Construction

The cockpit tub is a one-piece moulding to which the instrument panel and ejector seat assembly are fitted. The instrument screens on the main panel are supplied as decals but the surrounds to these instruments have raised details which need painting prior to the decal placement. When painted and detailed the panels look very realistic. The kit's Aces II ejector seat is made up from seven separate parts, and whilst it looks quite good it does not quite match the replacement Aires seat I decided to purchase. The cockpit assembly is quite simple to build but very effective virtually straight from the box.

From hereon the construction consists of building sub-assemblies for installation inside the fuselage, beginning with the main weapons bay, where the level of detail is astounding with all of the necessary framework and wiring runs faithfully reproduced as raised detail. The two flanking AAM bays are single-piece mouldings, which again have superb detail, and also placards from the decal sheet.

The next assembly is the main wheel well, and with this fitted to the lower fuselage section the two intakes are assembled and slotted into place, which only leaves the rear engine faces and exhaust tube assembly - which again slots into the lower section of the fuselage.

The navigation lights fit to the inside of each upper and lower wing parts, and are provided either in the clear or smoky plastic. I used the clear and with a cocktail stick dropped clear red and blue into the recesses then painted over the back with silver paint.

The cockpit tub was glued to the upper wing/fuselage moulding and the upper and lower sections of the fuselage and wings were glued together. The joint was perfect, without the need for any filler at all. Likewise the fit of the tail parts, which was so good they could have been left off and fitted after painting.

Two types of elevon are supplied, and they can be modelled either as dropped or level, while the clamshell doors on the exhaust can be shown either open or closed.

At this stage the cockpit opening was masked and the model was sprayed with primer, as the fit of the parts is so good very little correction work was needed before the main paint scheme could be applied.

A large variety of munitions is supplied, including six AIM-120C AAM, two AIM-9M AAM, two AIM-9X AAM and two GBU-32 bombs - oh, and two 600gal External Tanks. Each and every missile, bomb or tank is accompanied by a myriad of stencils and decals and each one is a work of art in its own right.

## Colour Options

The instructions give various paint manufacturer's references and also FS numbers for the main paint scheme. I like Xtracrylix so I duly purchased XA1132 Light Grey, XA1157 Dark Grey and XA1136 Light Ghost Grey. The whole model was sprayed with the Light Grey, then with a mixture of Blu-Tack and masking tape the camouflage on the upper surfaces was marked out then sprayed with the XA1157 Dark Grey. The width of the bands on leading and trailing edges is very specific on the plans, down to two decimal places, and I toyed with a few ways of doing this accurately before I had a brainwave. Using a digital calliper set at the prescribed width I carefully scribed lines using the leading or trailing edge as a guide, and when all were done masking tape was applied along the scribed lines and the light grey was sprayed on. The result was far better than I could have anticipated.

The engine exhaust area was masked off and painted with a mixture of Humbrol Gunmetal and bronze to give a burnt metal look.

There are no less than 18 different fighter squadron options on the decal sheet, which along with the standard stencils and insignia makes for a very comprehensive set indeed. The decals supplied with the kit are by Cartograf and are superbly printed and not a single problem was encountered, even down to the tiny stencils on the missiles.

## Conclusion

Wow! If you have seen January 2009's issue of *SAMI* then you will have seen David Francis's article on this kit. I second every single word he says, and the photos in this article will give you a good idea as to the quality of Academy's latest 1/48 offering. There are a few misleading decal placement numbers on the instructions that may catch out the unwary, but apart from this the kit is flawless.

It makes up into an awesome model of the F-22A Raptor; the presentation, plastic parts, and decal sheet are spot on, and I can't really find anything negative to say, as it is a superb kit.

● SAMI

# Sikorsky S-61N

**WHIRLYBIRD** **1/72**

BY **ANDY MCCABE**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/72 | Kit No: WBA72-050 |
| Price: £36.00 | Decal Options: 1 |
| Panel Lines: Recessed | |
| Type: Resin Conversion (requires Revell kit) | |
| Manufacturer: Whirlybird | US Importer: Linden Hill |

The S-61N version made its first flight on the 7th August 1962 being virtually identical to the S-61L but is designed for overwater operations by having the SH-3 floats and more powerful CT58-110 engines. The S-61 has proved to be a stalwart and reliable aircraft and many are still in operation around the world.

The Whirlybird kit is a true multi-media kit in every sense, featuring resin, white metal, clear and white plastic sheet, brass rod and etched brass parts. The resin parts are very crisply cast with exceptional detail, as are the white-metal parts.

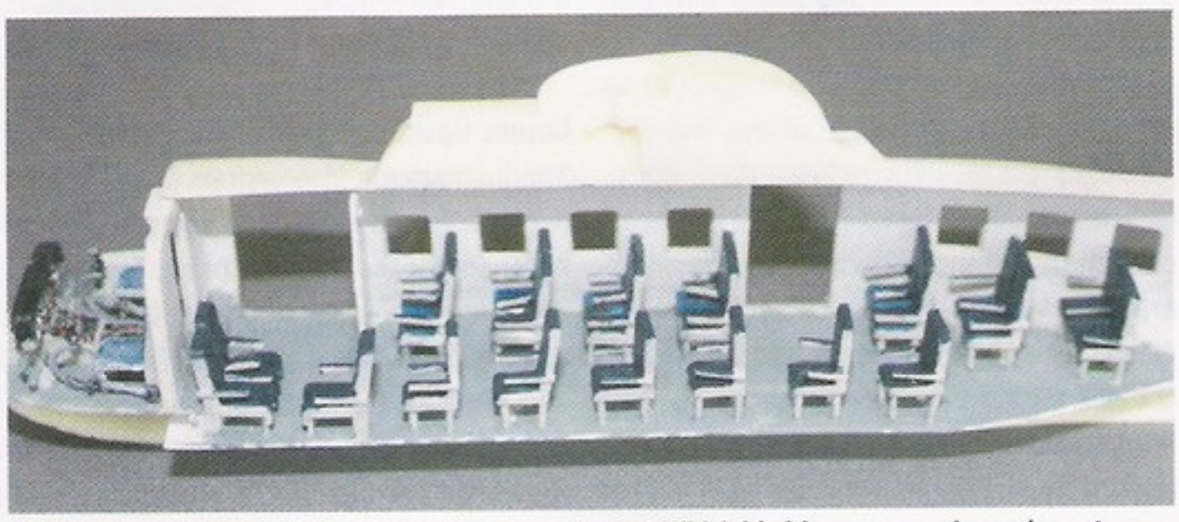
One decal sheet provides two versions of BEA aircraft, which are very nicely printed. The instructions are in full colour with photographs of the S-61 currently being used by the MCA in the UK. Two colour sheets provide port and starboard views for the colour schemes. Assembly instructions are included with these, along with notes on the relevant parts that need to be raided from the donor Revell Sea King kit.

## Construction

The build begins by removing the resin parts from their casting blocks and cleaning them up. The cockpit is built up from a combination of resin, white-metal, etched brass and parts from the Revell kit and when finished is very impressive and, unlike many kits, can be seen when the model is finished. This assembly is fitted into one of the fuselage halves ready for the next stage, which is the passenger cabin.

Supplied with the kit is a strip of styrene for the cabin floor and rear bulkhead, and templates for these are included in the instructions. There are no seats included for the cabin so I took it upon myself to scratch build them as I thought they would be visible through the cabin windows. Whirlybird have subsequently released a set to go with these conversions.

After this the two fuselage halves were joined and the Revell cockpit canopy was masked and fitted. This was virtually a perfect fit and required very little filler.



**Seats were scratch built for this review sample, but Whirlybird have now released a set, which will be available seperately.**

The tail rotor pylon is a solid resin part that fits into the hole left in the tail, and to this the resin tailplane is fitted along with the white-metal tailplane support. The undercarriage sponsons are supplied as two versions, either with or without flotation bags. The BEA versions in the reference photo's I have do not show the flotation bags so the resin parts without them were used. These are fitted to the fuselage by a combination of white-metal and brass rod parts.

The main rotors are again a combination of Revell, resin, white-metal and etched parts. The S-61 had balance weights above the rotor head, and these are supplied as white-metal blocks that need to be drilled at one end then glued to the etched frame. This assembly then fits onto the rotor head. New replacement resin rotor blades are supplied, which glue directly onto the Revell rotor head and these have a cast-in droop to them so that when fitted they sag realistically as on the real thing. The tail rotor is taken from the Revell kit without modification.

The Revell kit's undercarriage is used but etched strengthening plates replace the moulded ones on the Revell parts. The rear undercarriage is the standard Revell component.

Numerous other etched parts are supplied for hinges, grab rails, door handles, glide slope antennae etc. All were fitted after the final paint scheme had been applied.

The model was now complete.

## Colour Options

Two options are available with this particular conversion kit:

- S-61N BEA Red Square Scheme, G-ATBJ, white upper airframe, black stripe over windows and engine housing, lower surfaces light grey, BEA red on sponsons.
- S-61N BEA Skipjack Scheme, G-AWFX, white upper airframe, blue over windows, engine casing and tail, light grey lower surface, BEA red on sponsons and tailplane.

I had chosen the Skipjack scheme and masking and painting was done accordingly. The decals are densely and crisply printed and do not show the darker colour through the white on the tail, or the red on the tailplane.

## Conclusion

This is a very comprehensive conversion kit from Whirlybird and an outstanding one as well. A lot of work is required, as there are a lot of parts but the end result makes it all worthwhile. I would like to see the HM Coastguard version of this kit as I would imagine it to be even more impressive.

This was a blast from the past for me as I can recall seeing these helicopters on the ground and in the air whilst on holiday in Great Yarmouth many years ago, so nostalgia took over and fuelled the research. Ahh, those hot summer days when life was much easier and global warming and credit crunches were four separate words in a dictionary!

An exceptional kit and a must for any helicopter fanatic.

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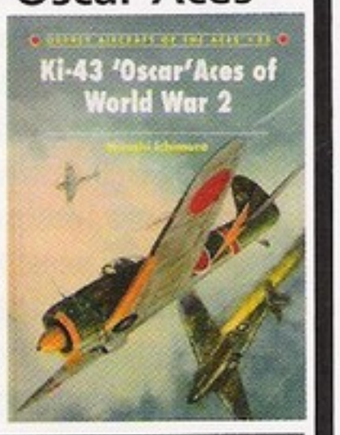


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# IAR-39

## AZUR-FRROM 1/72

BY **CHRIS BUSBRIDGE**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/72 | Kit No: FR001 |
| Price: £21.99 | Decal Options: 3 |
| Panel Lines: Recessed | |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 43, Resin 9, Etched 30, Clear 4 Vacform Clear 1 | |
| Manufacturer: Azur-Frrom | UK Importer: Hannants |
| US Importer: Squadron MMD | |

This model is cleanly moulded in grey plastic, with good surface detail and nicely rendered fabric surfaces. There is a photo-etch sheet, a few resin parts, as well as two vacform and one injection moulded canopy. The nicely printed decal sheet has markings for three aircraft, all sharing the same camouflage scheme of dark green uppers and blue-grey lower surfaces.

### Construction

Construction is quite conventional. The parts for the all-grey three-seater cockpit interior is comprised chiefly of plastic parts, including tubular sidewall framework, along with resin machine guns, etch seat belts and a large resin instrument panel. The instructions tell you to modify the upper deck and thin the fuselage from the inside where the resin instrument panel should go. The instrument panel part has to be altered as well in order to get a good fit, and although dials are moulded into the

# Zeppelin Lindau CS.1

## CHOROSZY 1/72

BY **DAVE HOOPER**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/72 | Kit No: B93 |
| Price: £26.50 | Decal Options: 1 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Resin | Parts: Resin 63 |
| Manufacturer: Choroszy | |
| UK Importer: Aeroclub | |

The Zeppelin Lindau (perhaps better known as the Dornier) CS.1 was a prototype fighter of all-metal construction intended to replace the Hansa Brandenburg W.29, however its performance was poor, so the three prototypes were recommended for trainer work although the war ended before they were used for this purpose. The kit consists of the usual myriad of well moulded pale yellow pieces and a large decal sheet. While the resin mouldings are good they are not the best I have seen from this company and the floats in particular had quite a few pit marks. The instructions are reasonably easy to follow and well laid out. A set of scale plans is included although the side view is simply a scaled down version of the box cover art.

### Construction

The first step is to fit the engine into the fuselage. This is a beautiful piece of moulding and I did debate not using it on the basis that it won't be seen on the finished model, however I eventually opted to go with the instructions and include it. This is easier said than done as the cowling requires hollowing out in order to give the cylinders the space they require. As is typical with Choroszy models the cockpit is highly detailed although the lack of any kind of cockpit floor makes it a little trickier to fit than on most kits. Once the engine and cockpit were in place the fuselage halves could be closed and this was done fairly easily.

The most disappointing part of this kit is the wings. These have been depicted as being flat as a pancake with no shape or contour whatsoever, which does not conform to photographs of the CS.1's wing framework, which I found in *Cross & Cockade vol.13 no.4,* or for that matter the included plans. The rest of the kit went together relatively easily although I did not fit the gun in the observer's section as I could find no photographs of the type with a gun fitted in this position. All the float struts were replaced with Strutz to avoid the risk of warpage once the model was finished. As final touches the exhausts were cut down to size and the fins on the ailerons were modified with spare parts from the kit in order to look more convincing.

No rigging was added, as once the review photographs were taken I would be scratchbuilding replacement wings.

### Colour options

Only three CS.1s were ever built and this kit provides decals for the second, 8502. My interpretation of colours on this aircraft is a little different than those suggested by Choroszy but the fuselage was probably either bare metal or light grey. The fabric flying surfaces were covered in a naval hex lozenge, while the undersides were either pale blue or CDL. Choroszy suggest that the floats should be mauve, but I suspect they were more likely grey. The Naval Lozenge is a little suspect in that the sizes of each hex are much larger than the size specified by the SVK (Seaplane testing command) in the late-war period. The colours of the supplied hex conform to an interpretation of the colours commonly used by kit manufacturers. I printed off a replacement, which I felt conformed to SVK orders at that time. I had mixed experiences with the rest of the decals, some of which broke and needed replacing.

### Conclusion

Choroszy produce some very fine models, but I have occasionally come across one that doesn't meet my expectations. Its not all bad news though, the kit is nicely engineered and goes together reasonably easily, especially if you opt to omit the engine, which won't be seen anyway. Personally I would have preferred an accurate set of wings.

● **SAMI**

resin part, an etched instrument panel and film are supplied as well.

When all the interior detailing and painting is completed, the clear fuselage glazing panels are fitted before closing up the fuselage and the large cockpit canopy can then be fixed in placed and masked. The rest of the assembly is trouble free, although the large upper wing and cabane struts should be left unassembled at this stage. The instruction sheet suggests you relocate the wing strut mounting points on the lower wing 40mm away from the fuselage. It should really be 35mm. Failure to do this will mean an upper wing that sits too high. The struts are the correct length and should not be shortened to compensate.

### Colour Options

The camouflage scheme is RLM 65 lower surfaces and RLM 71 upper surfaces, as per instructions. I used Xtracolor enamels, which leave a glossy finish for the decals. The white fuselage band and lower wingtips were airbrushed white. The two other schemes have yellow bands and wingtips, with one of them also having a yellow cowl. The wooden propeller finish is done using a brush-painted tan base with clear orange also brushed over it.

The decals application takes very little time, although the fuselage and lower wing roundels should be swapped around as the fuselage roundels did not fit. The oversized rudder tricolor is allowed to dry thoroughly before trimming away the excess.

### Conclusion

Overall, a pleasant kit to build but not without its problems, especially when the instructions ask you to make a few admittedly easy alterations to the kit. The drawings in the instructions show the aircraft with elliptical wingtips but after looking at period photos the kit's rounder shape appear to be correct. The cowling diameter looks too small and should have a rounder front profile. That aside, it is still a worthy release and despite being a limited-run type it was not too difficult to put together.

● SAMI

# Profiline LET L-13 Blanik

**PROFILINE** **1/72**

BY **COLIN PICKETT**

From the drawing board of Karel Dlouhy, and first introduced in March 1956, the Czech-built LET (*Letecké Závody Aircraft Corporation*) L-13 is a two-seat training glider of all metal construction, the only exception being the fabric covering on the control surfaces. Bridging the gap between the classic wooden gliders of old and the carbon fibre computer-designed modern sailplane, the LET L-13 will hold a place in many English modellers' hearts as being the aircraft they enjoyed their first true flight in as part of the Air Training Corp (ATC) 'Flight Experience.'

The Czech company Profiline have chosen to make a model of this legendary glider as their maiden kit release and it comes on two medium-grey sprues in a standard size open-end box, along with a sprue of clear plastic with a very thick canopy and an A5 instruction booklet and a generous sheet of decals.

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/72 | Kit No: 7001 |
| Price: £TBC | Decal Options: 3 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 23 Clear 1 | |
| Manufacturer: Profiline | UK Importer: Hannants |
| US Importer: Squadron MMD | |

### Construction

Construction starts with the cockpit area, which is constructed of two simple bucket seats, two control columns and a pair of instrument panels in their cowlings. Paint choice in this area is left to your imagination and I found a few pictures on the Internet on which to base a generic interior scheme - the clue is in the fact the L-13 is of alloy construction. A quick plunder of the cavernous spares box yielded a set of etched harnesses to give a bit of extra detail in the very visible crew quarters.

Test fitting the fuselage halves showed that there were no major problems so things were stuck with glue and taped up to dry overnight.

The canopy provided is thicker than an A-10's armoured windshield, which meant that it fouled the instrument cowls inside the cockpit and hung over the edge of the surrounding fuselage as well, with the canopy frame being very thick in depth. After pondering the merits of plunge moulding or vacforming I dismissed the idea as the result would bulge like a big bug-eye when it was made to meet the cockpit sides. I grasped a sanding stick and started reducing the sides of the kit canopy both inside and out until it fitted with only a slight amount of material over. Taking the now well scratched item I proceeded to polish the canopy with ever finer grades of Wet and Dry before moving onto Jiff cleaner, toothpaste and finally polishing compounds. A dip into tub of fresh Klear restored the clarity enough to satisfy my basic needs.

With the canopy in place and masked up with Tamiya tape it was on to the wings, as these overlap the canopy at the rear. The wings are a real weak point in the kit in all senses as they are held in place with a simple butt joint. After shearing them off twice I decided to install a couple of fuse wire spars to make things a bit stronger. This also helped with achieving the correct wing geometry.

The tail surfaces were installed with very little drama in comparison to the wing and I very quickly moved on to the painting stage.

### Colour Options

The kit comes with a very comprehensive decal sheet, providing options for four aircraft, including US, Czech and Pseudo Japanese schemes, but the one for me was the Air Training Corps machine, as it would fit nicely into my line-up of RAF aircraft. A coat of Alclad Aluminum sorted the base colour out with hi-viz bands of identity red. The decals are commendably thin but not so fragile as to break up in the water dish, the only problems encompasssing the nose stripes, which were hand painted in the end. The decal sheet also comes with a couple of markings to make canopy vents and these were very effective.

A final coat of Klear sealed the whole scheme in to give a tidy finish.

### Conclusion

For a first effort from a fledgling company this is a tidy kit. Yes there are areas that could be improved, and no doubt Profiline will be doing just that on subsequent releases, but on the whole it's great for a quick and simple build of what must be one of the most successful gliders in history, if not one of the prettiest. I enjoyed this kit for all its little niggles and like the flying that the full scale L-13 represents. This kit is grass roots modelling at its finest.

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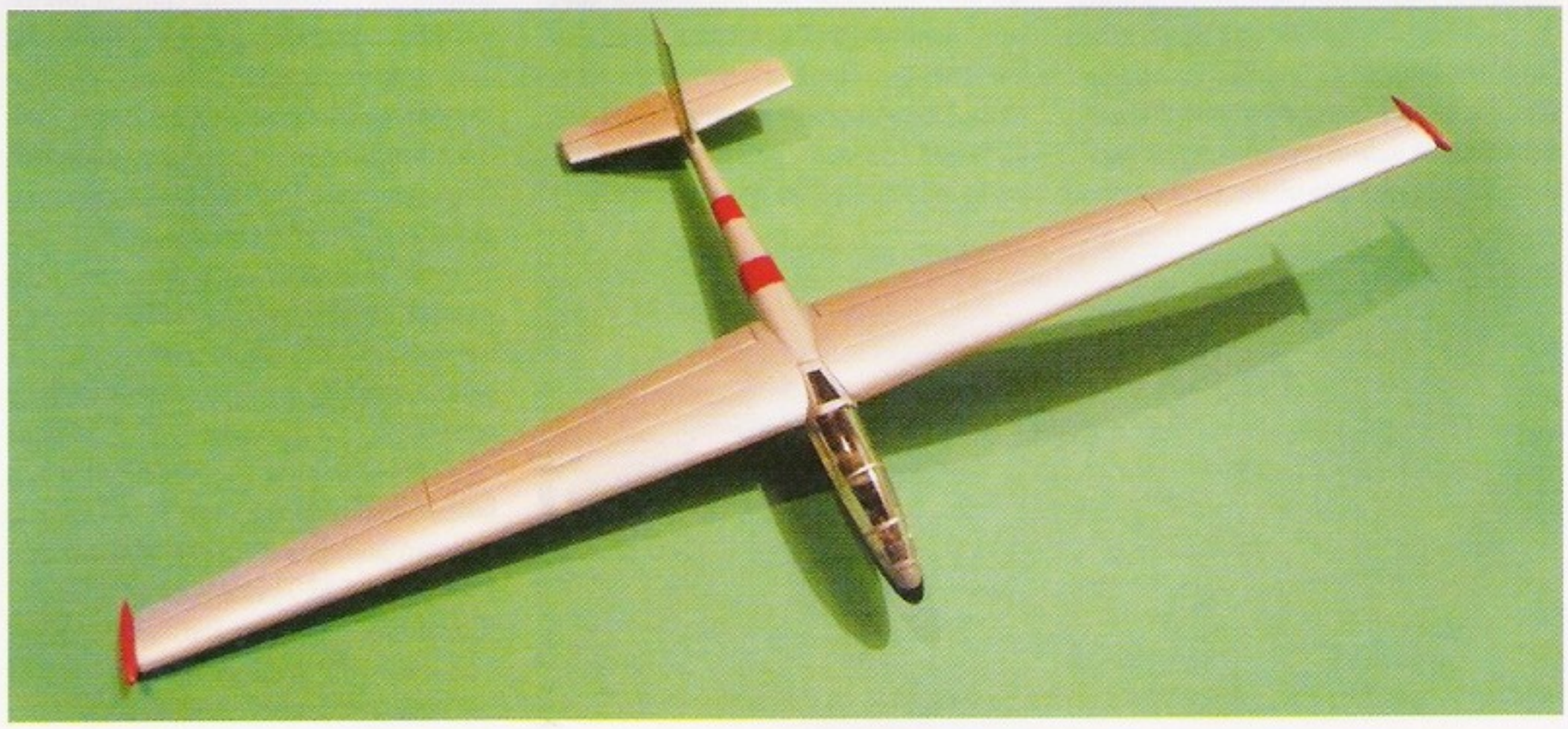


# MiG-25PD

**ICM** **1/72**

BY **ANDY BROOK**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/72 | Kit No: 72171 |
| Price: £14.65 | Decal Options: 2 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 95, Clear 3 | |
| Manufacturer: ICM | |
| UK Importer: Creative Models | |
| US Importer: Dragon USA | |

The ICM box top describes the MiG-25PD (Foxbat E in NATO parlance) as a 'heavy interceptor fighter,' and shows two aircraft, fully armed, climbing hard on afterburners. Developed from the original MiG-25P (Foxbat A), the MiG-25PD had more advanced avionics, engines and weapons systems. ICM actually provides options for both the PD and for the similar PDS, which was a MiG-25P upgraded to PD standard.

The kit has ninety-eight parts on three soft grey plastic sprues, with finely inscribed recessed panel lines, and one clear sprue. All are sealed in one plastic bag, which fits snugly into the sturdy box. The instructions, in Russian and English, consist of one sheet of A4, folded in half, with fourteen small diagrams, which provide a very basic guide to construction, and a separate A5 sheet for the colour options.

### Construction

I broke with tradition and assembled the central fuselage section first. This builds into a strong and weighty item but the fit is unclear and a lot of dry fitting is needed. What I failed to do at this stage was to establish with absolute certainty where the main undercarriage legs would sit. The wheel bays, which form part of this central section, are reasonably detailed, but they have no obvious locating points for the legs, and it would have been easier to have sorted this out here than when the model was nearly completed.

The main wings are one-piece affairs and needed some trimming and filler to fit well. The arrangement for the rear is rather clever, as the rudders are moulded with the after part of the fuselage, thus avoiding the problem of trying to fix the pair separately at the same angle. However, the holes for the tailplanes' locating pins were missing, so I had to drill these out. The instructions recommend fitting the exhausts at this stage, but I left them off until later to ease painting. Beware though, they need thinning down to fit snugly into the rear of the fuselage.

The cockpit tub has seven parts but is

# Dornier Do 17K

**RS MODELS** **1/72**

BY **CHRIS BUSBRIDGE**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/72 | Kit No: 92031 |
| Price: £27.40 | Decal Options: 3 |
| Panel Lines: Recessed | Status: Revised Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 57, Etched 51, Resin 27, Clear 8 | |
| Manufacturer: RS Models | UK Importer: Hannants |
| US Importer: Squadron MMD | |

This limited-run multimedia injection kit is moulded in pale brown plastic with very even, restrained, engraved panel lines. The photo-etch sheet is coloured where appropriate, such as on the instrument panel and seat belts. The resin includes parts for some internal sidewall detail and the radial engines, which have separately moulded cylinders, and the clear injection-moulded parts are very good, being thin and clear with well defined framework, which made it easy to mask with tape. The decal sheet has markings for Yugoslavian, *Regia Aeronautica*, and Bulgarian aircraft, all with a similar style of camouflage. The Italian scheme is for one of two captured Yugoslavian aircraft.

### Construction

The instruction sheet diagrams show a sequence of sub-assemblies, starting with the attachment of the pilot seating to the cockpit flooring and continue with the undercarriage units, the main wheel well fairings, main wing, engines, tail surfaces and engine cowls. It's only at stages 10, 11, and 12 that work resumes on the internal details of the fuselage. There are two large resin parts for each sidewall, with a rear bulkhead in plastic. Location of these parts is indicated on the instruction sheet and is a little vague, but after a few attempts, it does fit snugly when one comes to closing the fuselage.

The only deviation I took from the recommended sequence was on the main wing assembly. The wing-to-fuselage join is where it could potentially go wrong, so it made sense to me to glue the top wing part to the assembled fuselage first. Quite a few test fits and careful clean-up of the mating surfaces was necessary to get as neat a join as possible and to minimise the amount of filler needed. Only then were the lower wing parts glued in place. With all the sub-assemblies already done, the rest of the kit went together very quickly, although the cockpit and nose glazing needed careful sanding along the edges to get a neat fit.

### Colour Options

The camouflage colour callouts were Dark Earth FS20118, Chocolate Brown FS20045 and Dark green FS24079 with Light Blue-Gray lower surfaces. I did a bit of research and did not come up with much, except alternatives based on RLM colours. I went with Xtracolor RLM 65 lowers and RLM 71 green uppers with patches of brown and pale sand that looked a close match to the colour schemes printed on the back of the kit box. These patches were sprayed through paper masks to avoid overspray. The decals had a very thin varnish, so care was needed in their application, but there was no silvering. A satin varnish was applied to get a nice finish to the model.

### Conclusion

This is my favourite version of the Dornier Do 17. Its streamlined look was somewhat lost when the glasshouse model appeared. I am not aware of any other Do 17K kits, but this model is certainly a worthy one. Its construction does require careful preparation but, as the images hopefully show, a decent looking kit is possible. Recommended for modellers with experience of limited-run type kits.

● SAMI

completely devoid of detail. Options are either to use the Pavla resin set for the Condor MiG-25P or to find some suitable decals from the spares box. The nose section is butt-jointed on to the main fuselage, but it needed some trimming to fit. This design may give ICM the option to produce other variants, but it is a point of weakness, so I recommend using superglue to make sure it stays together. The intakes needed careful dry fitting and lots of filler to get them into what I took to be the correct configuration. Once again, the fit is poor and the instructions are little help.

The canopy comes in two parts. It is clear, if a bit thick, but care needs to be taken with masking, as the indications for the framing are not very distinct. Fit was not great, so I decided to pose it open, using a scratch-built strut to provide the necessary support.

ICM provides a comprehensive set of underwing stores. The two versions of the AA-6 ACRID (radar- and infrared-homing warheads) looked accurate enough but the four AA-8 APHIDs were poorly moulded. I decided to use the four ACRIDs, together with the huge

central fuel tank. The instructions say the tank is only for the MiG-25PD, but I found diagrams of what claim to be PDS versions with the tank. If fitted, it enhances the powerful look of the aircraft but it also adds to the loading on the undercarriage.

Despite my inability to find their locating points in the main wheel bays, superglue ensured the legs were, at least, securely fastened to the fuselage. But, the main legs on the MiG-25 are angled backwards and ICM has, commendably, modelled them almost to scale thickness. Taking those two factors together, the main undercarriage will not support the weight of this heavy model. With care and trepidation, I managed to pose the completed aircraft for the photographs but it is only a matter of time before one or other of the legs collapses.

### Colour options

The options in this kit are all in overall light grey, with metallic shades around the rear. Painting instructions are also given for the three different missile types. Decals are provided for four aircraft, two MiG-25PD (Ukrainian and Libyan) and two MiG-25PDS (Soviet and Iraqi), but there are no stencils. Colour references are given for the Model Master range, with US military paint names, as well as simpler Russian equivalents. I used various Xtracrylix RAF greys and Games Workshop acrylic metals. The decals are commendably thin and adhered well to the surface of the kit, with no silvering, but they were very prone to splitting.

### Conclusion

Any modeller who really wants a 1/72 model of this version of the MiG-25 needs to be prepared to scratch build a stronger undercarriage. Despite my reservations, I have to admit the model does look impressive when completed. ICM has replicated the 'heavy' look of this Soviet fighter well, unfortunately in more ways than they probably intended!

● SAMI

# P-47D 'Razorback'

**PLATZ** **1/144**

BY **BRUCE LEYLAND-JONES**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/144 | Kit No: PD-14 |
| Price: | Decal Options: 4 |
| Panel Lines: Recessed | Status: Revised Issue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 33, Clear 1 | |
| Manufacturer: Platz | |

These aren't perfect kits, but they're close... jolly close! Two kits in a box, each with beautifully engraved parts. Nothing is overstated and yet a coat of paint won't hide it all. Transparencies are crystal clear, providing canopies with subtle framing and an instrument panel. I wasn't sure of the point of this, but as it comes with an integral gunsight, it'll save hours of searching for dropped pieces later on.

There is a supply of bombs, rocket tubes and a large belly tank. There's a choice of three props, Hamilton Standard, symmetrical and asymmetrical Curtiss Electric. The only bit of flash I found was on the prop tips and on the pitot tubes, which are an integral part of the port wing.

The instruction sheet is in Japanese, but as the diagrams are clear enough, you can easily work out what's what soon enough.

Paint call-outs are in Japanese and refer to Gunze products. I used Humbrol.

### Construction

Having two kits to make, I was spared the dilemma of 'gear up' or 'gear down' and chose to build one of each. Assembly began in the cockpit. I used H75 Bronze Green, with a black instrument panel. There's no control column supplied, so I added a piece of stretched sprue, and knowing that the canopy framing would obscure most of the internal detail, I simply added a pair of masking tape strips to represent harness and that was enough. For my in-flight example I added an Aeroclub 1/144 pilot.

Joining the fuselage halves together confirmed the perfect fit of parts and, before I knew it, I'd added tailplanes and the aerial mast, both of which were commendably thin. The engine is one piece and would certainly give the best resin a run for its money, with the complex radiator intake being a separate piece. Mr. Metalcolor Dark Iron, dry-brushed with Stainless, brought out the detail and I was chuffed to find that the cowling is a snug fit. This meant that I could attach this without gluing and remove it to display the engine. I'm sure some über-detailers will have fun with this feature.

The wing-to-fuselage join is very well thought out, leaving no gaps whatsoever and negating any need for sanding. Canopies were added and the fit of these was also spot on.

The undercarriage bays contain nice detailing. For my grounded Jug, the bay doors and the gear itself all fitted nicely, with no problems. The wheels are nicely done and the overlap of the doors is accurately reproduced.

For my in-flight bird, there were problems as there is no provision for modelling the gear retracted and some fettling was required. The kits aren't perfect and, to my mind, this one feature stops them being so.

### Colour Options

Both got an overall coat of H106 Ocean Grey and then upper surfaces of H66 Olive Drab.

Decal options are for:

- Lt. Frank Klibbe's *Little Chief* from the 56th FG
- Capt. James W. Wilkinson's *Miss Behave*" from the 78th FG
- Capt. Walker 'Bud' Mahurin's *Pride of Atlantic City NJ* from the 56th FG
- Lt. Col. Stanton T. Smith Jr.'s *Kay* of the 80th FG

I opted for *Little Chief* and *Miss Behave*. I erred in decalling the former, but the chequered decal for the latter's cowling worked a treat, once I'd cut some slices into the front edge. The invasion stripes and red rudder decals were a bit oversized, but a coat of Klear crisped these up and I was able to slice off the excess with my trusty blade. The decals conformed to the surface detail, were opaque and in perfect register.

### Conclusion

I'm sorely tempted to buy another box, so that I can redecal my *Little Chief* and still create the other two schemes. At this scale, four take up the space of only one in 1/72.

Now where did I put those Bubbletops?

● SAMI

# F-16D

**HOBBYBOSS** **1/72**

BY **GARY JARMAN**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/72 | Kit No: 80275 |
| Price: £9.77 | Decal Options: 2 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 47, Clear 2 | |
| Manufacturer: HobbyBoss | |
| UK Importer: Creative Models | |
| US Importer: Squadron | |

On opening the box you are presented with five sprues, each in its own bag, the instructions, decal sheet, and a colour painting and decal placement guide. At first glance the kit looks good with crisp moulding, engraved panel lines and the decal sheet is well printed.

### Construction

There is nothing complicated about building this kit. The instructions are good and the parts go together well. Cockpit detail is basic and the canopy very clear, so doing some basic enhancements (seat belts and some dry brushing) will make the finished kit look that little better.

The fuselage is split into top and bottom halves and these go together well, although some filler is required along this join line near the front of the fuselage. However, the work required is not in an easily visible area so is not a major issue.

When building this kit it is worth considering the decals before you put the ventral fins on (parts B13 and B19). If you are going to model the Thunderbirds version leaving these off until after you've put the decals on will make your life a lot easier.

This is what I would call a 'quick build' kit. Undercarriage doors, for example, have a large tab which slips into a slot on the fuselage. The undercarriage is nicely moulded, with some crisp detail, but is basic and fairly simply engineered.

# Roland C.II

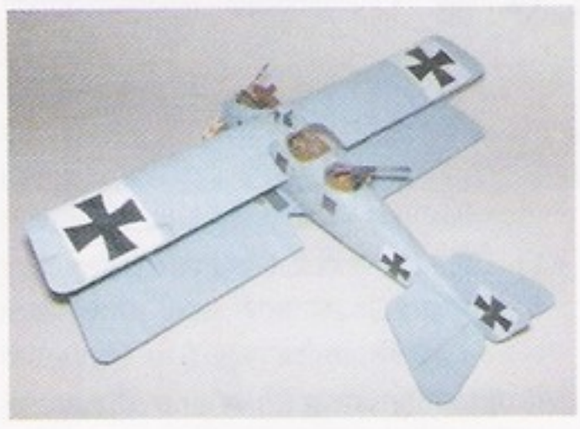
**EDUARD** **1/48**

BY **MIKE KING**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/48 | Kit No: 8043 |
| Price: £18.50 | Decal Options: 4 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 69, Clear 6, Etched 85 | |
| Manufacturer: Eduard | |
| UK Importer: Hannants/LSA | |
| US Importer: Squadron | |

Coming in the standard Eduard style orange box, the kit comprises seventy-nine parts beautifully moulded in caramel plastic along with two brass frets, one pre-coloured, a small clear sprue and a pair of decal sheets. There was no flash present at all, the trailing edges are sharp and the surface detail is extremely well moulded and restrained. The instructions are the exploded pictorial type, perfectly printed on heavy glossy paper and are typically clear and concise without any errors.



### Construction

The interior is as complete as you're going to get in any scale and contains the majority of the etched detail parts. There is some fantastic moulded-on detail in the interior realistically representing the spiral wrapping of the ply skin.

The engine is adequately detailed and more than sufficient for what can be seen when installed and trapped in place. There is a choice of exhaust depending on which scheme you choose and I hollowed out the end to give some depth and a more realistic look.

Both the wings are one-piece full-span mouldings and while the top wing fits in place perfectly the lower one needs careful attention to alignment and some filler round the joint. The interplane struts, being streamlined ply, are simplicity itself to install, and there's none of that pesky finagling and trimming either.

I would suggest painting and decalling the build before putting the upper wing in place – fairly common with a biplane anyway, but more important with the decals for this scheme.

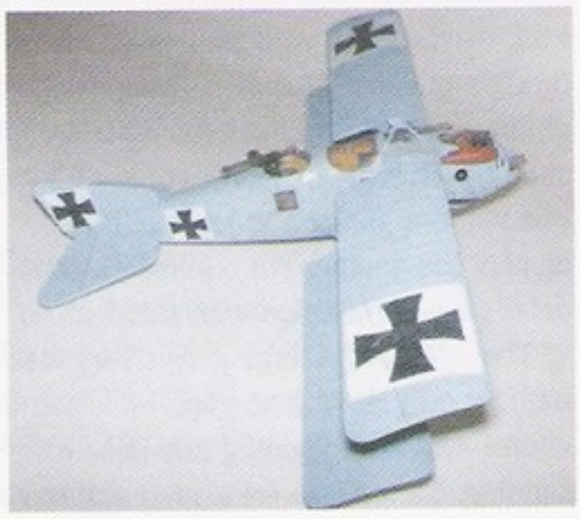
The undercarriage is easily installed and the positioning of the indentations moulded in the fuselage to accommodate the struts is spot on. The wheels come with their own painting masks which are easy to use and accurate.

The tailplane was now added and the horizontal elements aligned well, thanks to a one-piece brace. A testament to the exceptional quality of the moulding in this kit showed itself when I held the model up to check alignment and the sun showed through the tail except for the rib areas of the rudder – beautiful!

The guns are plastic mouldings but have the option of etched brass for the cooling jackets and details such as the cocking levers and sights. They give an amazingly realistic look to the finished model, which is just not possible in any other medium, even resin, but they fill me with dread at the thought of all that folding and bending. I annealed the brass first and used the plastic barrels, sanded of detail, as the former for rolling the metal jackets round. They wrapped well, a smear of superglue kept them together and once annealed don't need painting. They are then added to the plastic breeches, the detail parts added and the end result is, possibly, the best looking guns from any manufacturer I have seen. The mounting for the observer's Parabellum is also etched brass and looks good too.

### Colour Options

Four options are included: one overall blue with fish scale decals, a brown and green sharkmouthed option, a purple and green machine, and finally a brown and green unarmed flying school option (not unarmed, not with those lovely guns!). I opted for the overall pale blue version resplendent in scales and dopey face. Luckily I had a pot of LifeColor RLM65 lightened with white that I had mixed up for a rash of Albatrosses that did the job and looks pretty good.



All the elements of both decal sheets are extremely well printed, glossy, very thin but robust and conformed very well to the exquisite surface. They don't like much movement, but if wetted they can be slid in place easily enough. I soaked them with setting solution and once dry they only needed a little cut and tuck here and there to settle down and snuggle onto the surface.

### Conclusion

Every part of this kit exudes quality; the mouldings are crisp and precise, all ejection marks are hidden, there is no mould slippage or flash and the parts all fit with pretty much perfect precision. The brass is the best I've seen, particularly the pre-painted fret, and those gun barrels are (reasonably) easy to work with and look absolutely stunning. When I asked the Editor if it was the Weekend version he was sending he replied that it was more like a six-week version with all the brass. Well not quite, but it certainly deserves to have that sort of time, or at least as much time as possible, lavished on it.

All I need now is for some kind manufacturer to produce a 1/48 state-of-the-art R.E.8 and I'll spend many happy hours reconstructing that Airfix Dogfight Double box art!

**SAMI**

### Colour Options.

You have a choice of two colour schemes. The USAF Thunderbirds and a USAFE aircraft. I chose to do the Thunderbird. The decals, as with the kit, are good, but basic in that you are not given a great deal of stencilling. With the Thunderbirds scheme HobbyBoss have attempted to provide all the coloured stripes and shapes as decals, which can be applied over a base coat of white. They are well printed and bed down well, and I used Micro Set and Micro Sol on them with no problems. What I did find though, was that the decals were very brittle once dry, so make sure if you are cutting any excess off that you do so with a very sharp knife.

Decal 19 is the red band that goes round the nose of the aircraft. I never did manage to work out how it was actually supposed to be applied in order to get the desired shapes. I did it as best I could but ended with horrible looking folds and bumps on the decal. In the end I removed it and masked and painted the area instead.

Decal 28, which is the body of the Thunderbird on the underside of the fuselage, is a large decal that needs to be cut into at least two pieces to apply. The decal goes round the main undercarriage bay, and because elements of the main undercarriage are integrally moulded onto the wheelbay bulkhead it is very difficult to get the decal round these parts. As mentioned earlier, it's best to leave the fins off until you've put this decal on, otherwise you'll definitely have to cut it into many small pieces. Trust me, I speak from experience.

### Conclusion.

This is an easy kit to build. The parts fit well and the decals are good. The overall dimensions look right when compared to photos and to kits from other manufacturers. And finally, you get a really good looking kit straight from the box without having to practice your plastering and filling skills, and if you're not too concerned about the rivet count, or if you're new to modelling, then this is a great kit.

● SAMI

# A-4E/F/G Skyhawk

**ITALERI** **1/48**

BY **MIKE WILLIAMS**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/48 | Kit No: 2671 |
| Price: £12.99 | Decal Options: 4 |
| Panel Lines: Recessed | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 84, Clear 2 | |
| Manufacturer: Italeri | |
| UK Importer: The Hobby Company | |
| US Importer: Model Rectifier Corporation | |

This kit was originally produced by ESCI back in the late seventies and this is Italeri's latest version of it. Some nice boxart adorns the lid, which holds three large sprues of medium grey, slightly soft plastic and one clear sprue. A superb decal sheet and Italeri's usual style of fold-out instruction sheet are also provided, with paint colours referred to using Model Master and FS numbers.

One anomaly that I found was that the sprue containing the fuselage halves had recessed panel line details and the wings had finely raised, a strange combination, which would need dealing with for continuity. Parts not for use are greyed out on the sprue map at the beginning of the instruction sheet. First impressions then, are promising.

### Construction

Cockpit details as supplied are rudimentary and the four-part ejection seat bears little resemblance to the real thing, being far too chunky and narrow. Blank side consoles and instrument panel are catered for with decals, which I applied after a coat of Dark Gull Grey for the interior surfaces. The cockpit tub sits atop the nosewheel bay and the fuselage can be closed up around it, not forgetting to add nose weight. Intake cheeks are added and are rather shallow but aren't too bad if painted dark grey inside.

Next I rescribed the raised panel line details on the wing surfaces to match the fuselage halves. The wings are moulded as one-piece lower and two-part uppers and fitted with no problems at all with the small exception of the lower rear fuselage-to-wing joint which needed a smear of filler to make things flush. The dorsal electronic counter measures (ECM) 'hump' needs adding next if the A-4F model is being made, and this is simply omitted if the E or G is being built. The only options as regards flying surfaces are the separately moulded leading-edge slats, which can be modelled deployed; flaps, tailplanes and airbrakes are all moulded closed.

The undercarriage is nicely moulded and fits very positively into the relative locations within the wheel bays. The underwing stores were assembled as per the instructions and all seams were cleaned up in a short space of time and I was ready for painting before I knew it. The canopy was masked up with tape and masking fluid before being attached in the closed position, helping to hide the lack of detail inside.

### Colour options

Four options are provided on the decal sheet.

- 1 A-4F USN, VA-55, *USS Hancock*, 1972
- 2. A—4F USN, VC-5 Checktails NAS Cubi Pt, Philippines 1972
- 3. A-4E USN, VC-2 Blue Falcons, NAS Oceana, 1970
- 4. A-4G Royal Australian Navy, 805 Sqn.1973

I chose VA-55 and started by using the decals provided for the wingwalks and anti-glare panel as templates for masking these areas, after painting them dark grey and black respectively. This gives a much neater look and saves fiddling around with complex curves on the nose for the anti-glare panel decal. With the dark grey in the airbrush I applied a preshade over some of the main control surfaces and various panel lines and hatches before spraying Gunze Flat White and Light Gull Grey for the main colours. Two coats of Klear were airbrushed on to gloss the surface for decals.

The decals all performed exceptionally and are very opaque. The one thing I will mention here is that the stencils, whilst comprehensive, are somewhat oversized. A comparison with a decal sheet from another 1/48 Skyhawk seemed to confirm this.

A few weathering streaks with mid grey and smoke were applied before a final matt coat using Xtarcrylix Flat Varnish thinned with their own thinners.

### Conclusion

Neat kit of a neat aircraft, simple as that. Whilst not entirely accurate in the cockpit area and the aforementioned dubious decal sizing, it's a nice kit and has stood the test of time well. The strange mix of raised and recessed panel lines won't be a problem for many modellers I'm sure, but I thought the issue should be raised (pun intended) whilst in review. It's far from state-of-the-art in comparison with the competition for a 1/48 Scooter, but it looks right and builds very well at half the price, while being far more than half the kit. Recommended to all.

● SAMI

# Accessories

## Pipe Dreams

### AEROCLUB

An all-new tool of the English Electric Lightning in 1/72 would have seemed impossible to many just a few years ago, but last year Trumpeter produced a very nice kit, to modern standards, but with a small sting in the tail. The shape of the rear fuselage was inaccurate and spoiled the look of the model, but now Aeroclub have produced a simple one-piece resin replacement that completely replaces the rear section and also includes seamless exhausts, featuring some nicely detailed afterburner petals.

A mixture of text and pictures is provided by way of instructions, and a small amount of filler will be required to match the inaccurate Trumpeter fuselage shape to the correct Aeroclub part, but this is a fairly straightforward operation.

**1/72**

**English Electric Lightning Corrected Jet Pipes**
Product No: V237
Designed for: Trumpeter Price: £3.50

**Conclusion**
This is an essential purchase for anyone who has a Trumpeter Lightning in the pending pile. While you are ordering this, Aeroclub also produce a white-metal nose ring and radome which add some much needed weight to the forward fuselage, and with a little work the metal nose ring can be polished to produce a realistic metal finish. Aeroclub, of course, also produce an ejection seat, which is far superior to the kit's basic plastic example.

Items can be ordered from Aeroclub by phoning (0115) 9670044 or by visiting their website at www.aeroclub-models.com

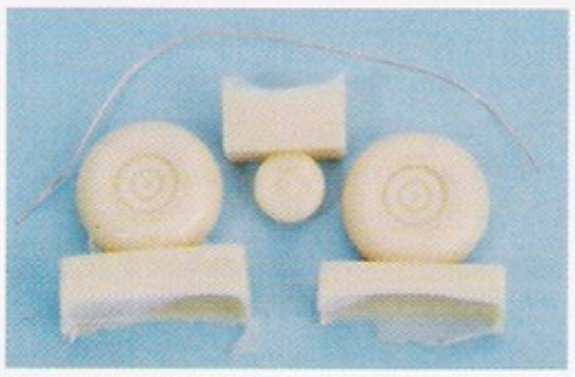
● SAMI

## Wheel Deal

### AEROCAST

A new manufacturer has sent us their first products, all of which are designed for the Messerschmitt Bf 110. In most cases this will be the Eduard example as the majority of the new sets are replacement wheels, which addresses one of the alleged problem areas of this kit. During its development the Bf 110 was fitted with different size wheels, but in the Eduard kit one size fits all, so to the purist these sets will be an essential purchase. Eduard kits have the tail surfaces moulded in one piece, so by using the new Aerocast tail surface set you can add a little animation to your model.

The parts are beautifully cast in cream resin with only a small amount of clean-up required before use. One thing I particularly like is that the tyres are realistically weighted rather than the totally deflated look that some manufacturers represent.



Messerschmitt Bf 110E/F/G wheel set

**1/48**

**Messerschmitt Bf 110E/F/G wheel set**
Product No: A481
Designed for: Eduard Price: £3.99
Smooth tyre, weighted, 935 x 345mm main wheels
Treaded tyre, weighted, 465 x 165mm tail wheel

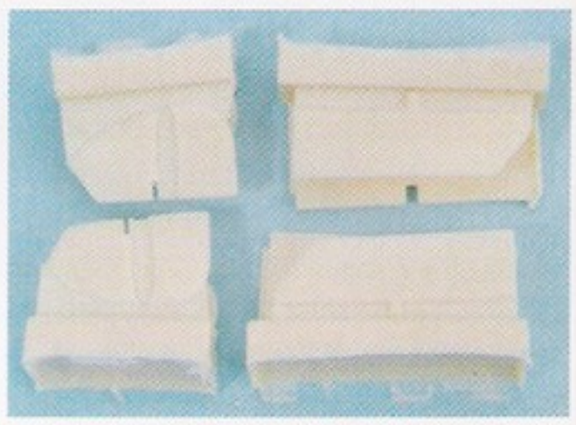
Messerschmitt Bf 110C wheel set

Messerschmitt Bf 110D wheel set

**Messerschmitt Bf 110E/F/G wheel set**
Product No: A482
Designed for: Eduard Price: £3.99
Treaded tyre, weighted, 935 x 345mm main wheels
Treaded tyre, weighted, 465 x 165m tail wheel

**Messerschmitt Bf 110C wheel set**
Product No: A483
Designed for: Eduard Price: £3.99
Treaded tyre, weighted, 875 x 320mm main wheels
Treaded tyre, weighted, 380 x 150mm tail wheel

**Messerschmitt Bf 110D wheel set**
Product No: A484
Designed for: Eduard Price: £3.99
Treaded tyre, weighted, 875 x 320mm main wheels
Treaded tyre, weighted, 465 x 165mm tail wheel



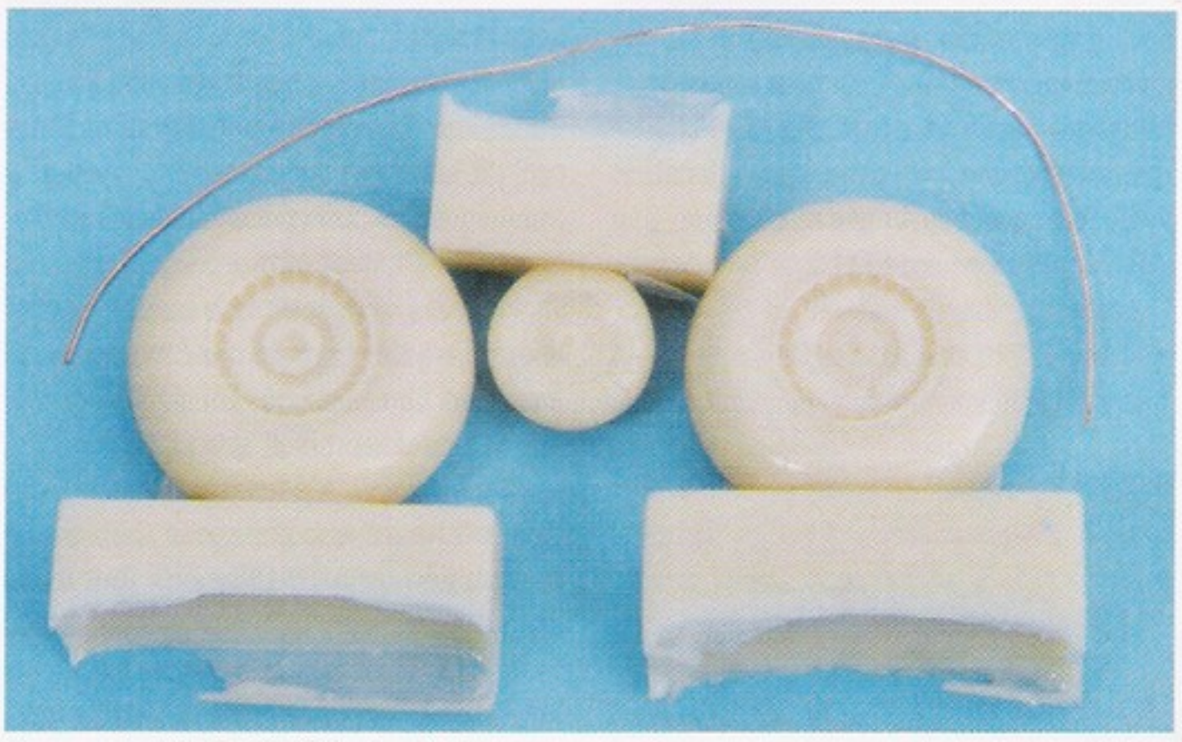
Messerschmitt Bf 110A/B/C/D/E/F-2/F-2

**Messerschmitt Bf 110A/B/C/D/E/F-2/F-2 separate tail control surfaces**
Product No: A485
Designed for: Eduard Price: £5.50

**Conclusion**
If you a have an Eduard Bf 110 you should definitely invest in the tail surfaces set, and based on the quality of these first releases I await further subjects with interest.

Aerocast products can be purchased from the online shop at www.aerocast.co.uk

● SAMI



Messerschmitt Bf 110E/F/G wheel set

## Head to Head

### ULTRACAST

Latest in 1/48 from Ultracast is this nicely sculpted figure in 1/48. Two heads are provided, one with a peaked cap and the other in flying helmet.

**1/48**

**48205 WWII USAAF Fighter Pilot, European Theatre**
Price: $12.95 Canadian plus shipping and handling.

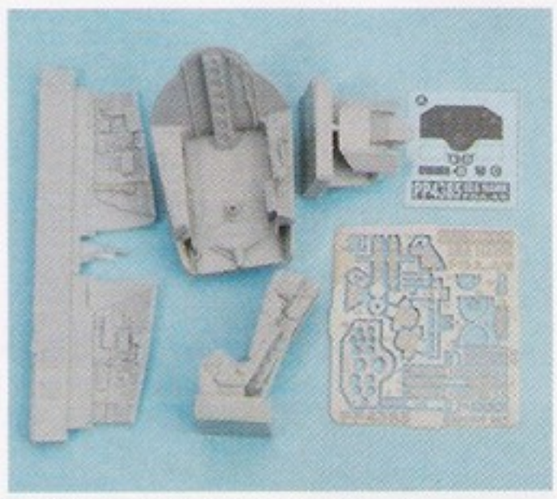
Available via www.ultracast.ca

● SAMI

# Dragons Roll

## AIRES

One cannot have too much of a good thing, but do we really need yet more sets for the Hasegawa Draken? Aires seem to think so as we have another three sets for the 1/48 Draken and one for its smaller brother. By my reckoning that makes fifteen sets for this subject in under a year. We also have two classic British types getting new cockpits - the Lightning and Sea Hawk both for the recent Trumpeter kits in 1/72 and 1/48.



Sea Hawk FGA Mk 4/6 cockpit set

BAC EE Lightning F Mk 2/6 cockpit set

### 1/72

**J 350 Draken cockpit set**
Product No: 7202
Designed for: Hasegawa/Revell Price: £6.80

**Hurricane wheels and paint masks**
Product No: 7203
Designed for: Hasegawa Price: £2.99

**Lancaster wheels and paint masks**
Product No: 7204
Designed for: Revell Price: £2.99

**Mistel 1 conversion set version 1**
Product No: 7205
Designed for: Hasegawa Price: £7.60

**BAC EE Lightning F Mk 2/6 cockpit set**
Product No: 7206
Designed for: Trumpeter Price: £6.80

### 1/48

**Sea Hawk FGA Mk 4/6 cockpit set**
Product No: 4385
Designed for: Trumpeter Price: £8.99

**F6F-5 Hellcat cockpit set**
Product No: 4388
Designed for: Hasegawa Price: £TBC

**S 35E Draken (Reco.) cockpit set**
Product No: 4389
Designed for: Hasegawa Price: £8.99

**S 35E Draken Recon conversion set**
Product No: 4390
Designed for: Hasegawa Price: £6.80

**J 35 Draken airbrakes**
Product No: 4391
Designed for: Hasegawa Price: £5.60

### 1/32

**F-105F/G Thunderchief ejection seats**
Product No: 2085
Designed for: Trumpeter Price: £13.80

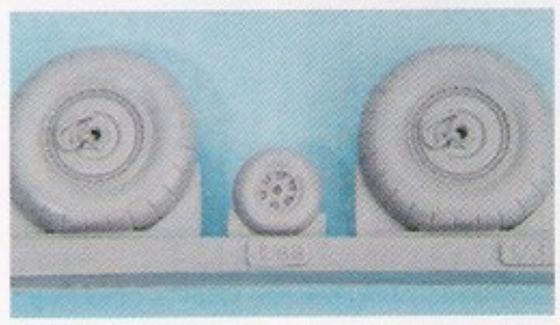
**Junkers Ju 88A-1 wheels and paint masks**
Product No: 2086
Designed for: Revell Price: £5.60

### Conclusion

As always Aires sets are of the highest quality with clear assembly instructions, and as I have said so many times their only drawback is the lack of colour notes, which means that further research is required when building their cockpit sets.

The range is available in the UK from Hannants and LSA

● SAMI



Junkers Ju 88A-1 wheels and paint masks

S 35E Draken Recon conversion set

# Pipes Down

## QUICKBOOST

Quickboost are one of the most prolific aftermarket manufacturers around, and their high quality resin sets are perfect for those who want a little more detail on the model without breaking the bank. This month's sets are dominated by exhaust pipes in all the major scales, and though I am still waiting for a set for the Dragon 1/32 110 at least Eduard's 1/48 version gets a set.

### 1/72

**Spitfire Mk IX Exhausts - Fishtail**
Product No: QB 72 184
Designed for: Hasegawa Price: £2.60

**Messerschmitt Bf 110C/D exhaust**
Product No: QB 72 185
Designed for: Fujimi Price: £3.40

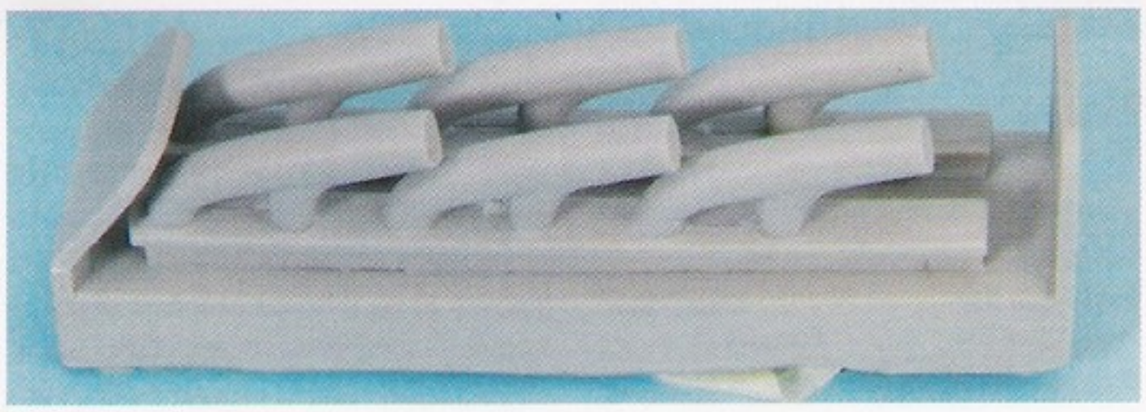
F6F-5 Hellcat engine

**A-1D Skyraider rear wheelwell**
Product No: QB 72 186
Designed for: Hasegawa Price: £3.40

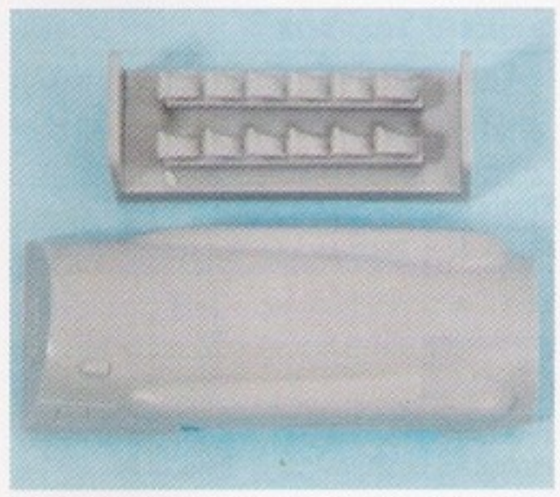
**Hurricane Mk I exhaust**
Product No: QB 72 187
Designed for: Hasegawa Price: £2.60

### 1/48

**MiG-17F gun barrels**
Product No: QB 48 224
Designed for: Hobby Boss Price: £3.60



MiG-3 exhaust



Spitfire Mk XIV cowling and exhaust-fishtail

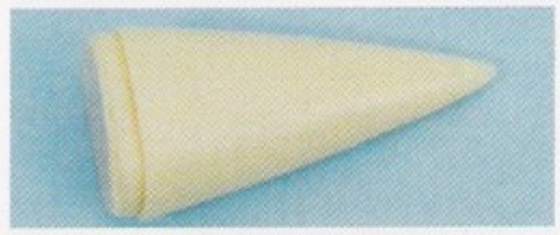
**P-51D Mustang propeller**
Product No: QB 48 225
Designed for: Tamiya Price: £4.99

**F6F-5 Hellcat engine**
Product No: QB 48 226
Designed for: Eduard Price: £6.60

**JAS 39C/D correct nose**
Product No: QB 48 227
Designed for: Italeri Price: £TBC

**LaGG-3 Series 35 exhaust**
Product No: QB 48 228
Designed for: ICM Price: £3.60

**Spitfire Mk XIV cowling and exhaust-fishtail**
Product No: QB 48 229
Designed for: Academy Price: £6.60



JAS 39C/D correct nose

**A6M5a Zero exhaust**
Product No: QB 48 230
Designed for: Tamiya Price: £3.60

### 1/32

**Junkers Ju 87D D/F Loop Antenna - late**
Product No: QB 32 047
Designed for: Hasegawa Price: £3.60

**Junkers Ju 87D gun barrels**
Product No: QB 32 046
Designed for: Hasegawa Price: £3.60

**MiG-3 exhaust**
Product No: QB 32 049
Designed for: Trumpeter Price: £4.99

### Conclusion

I am a big fan of this range, and just take one look at the tiny 1/72 Spitfire exhaust set with their perfectly hollowed-out ends, and I think you will be too.

The complete range is available from branches of Hannants and LSA Models.

● SAMI

# Close to the Etch

## EDUARD

A whole mass of etch has arrived from Eduard this month, and this seems to follow the usual pattern of releasing Zoom sets and full options concurrently. Good to see the first items for the big Bf 110s coming forward, as well as the Italeri Hawk, which is a kit we are keen to see parts for. Perhaps the most welcome arrivals, though, will be those for the C-47, which gets a set of flaps as well as plenty of internal details.

### 1/72

**Mi-26 Halo Masks**
Product No: CX229 Price: £6.40
Designed For: Zvezda kit

**F-16CJ Fighting Falcon Zoom**
Product No: SS316 (Pre-Painted/Self-Adhesive)
Price: £8.30
Designed For: Academy kit

**B-24D Liberator Cockpit Interior**
Product No: SS317 (Pre-Painted/Self-Adhesive)
Price: £8.30
Designed For: Hasegawa kit

**Wellington Mk III Zoom**
Product No: SS320 (Pre-Painted/Self-Adhesive)
Price: £8.30
Designed For: Trumpeter kit

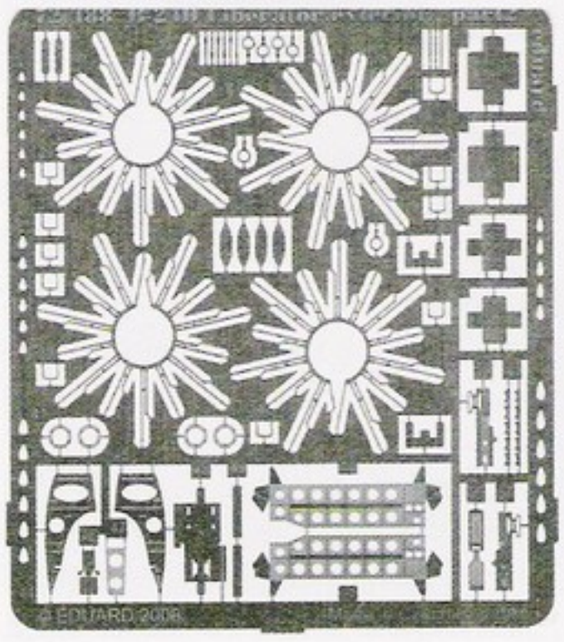
**CH-47D Chinook Interior Zoom**
Product No: SS321 (Pre-Painted/Self-Adhesive)
Price: £8.30
Designed For: Trumpeter kit

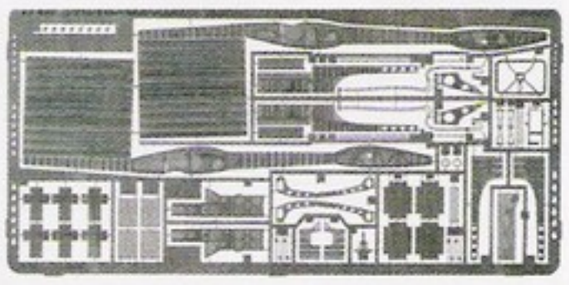
**P2V-7**
Product No: SS323 (Pre-Painted)
Price: £8.30
Designed For: Hasegawa kit

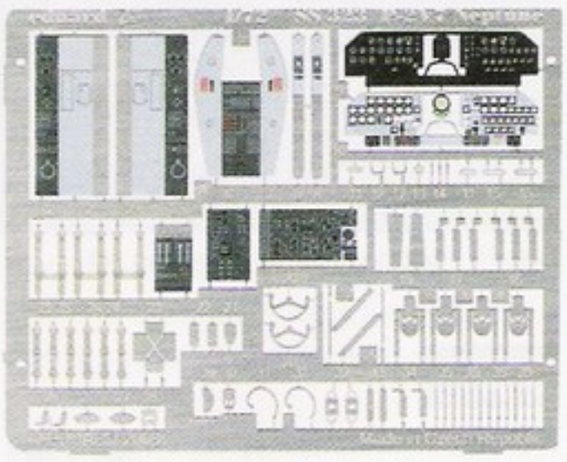
**CH-47A Chinook Exterior**
Product No: 72486 Price: £19.25
Designed For: Trumpeter kit

**B-24D Exterior**
Product No: 72488 Price: £19.25
Designed For: Hasegawa kit

**B-24D Bomb Bay**
Product No: 72489 Price: £22.50
Designed For: Hasegawa kit







**CH-47D Chinook Exterior**
Product No: 72490 Price: £19.25
Designed For: Trumpeter kit

**F-16 Ladder**
Product No: 72493 Price: £6.40
Designed For: N/A

**F-16CJ Fighting Falcon**
Product No: 73316 (Pre-Painted/Self-Adhesive) Price: £19.25
Designed For: Academy kit

**B-24D Liberator Front Interior**
Product No: 73317 (Pre-Painted/Self-Adhesive)
Price: £23.75
Designed For: Hasegawa kit

**Wellington Mk III**
Product No: 73320 (Pre-Painted/Self-Adhesive)
Price: £21.20
Designed For: Trumpeter kit

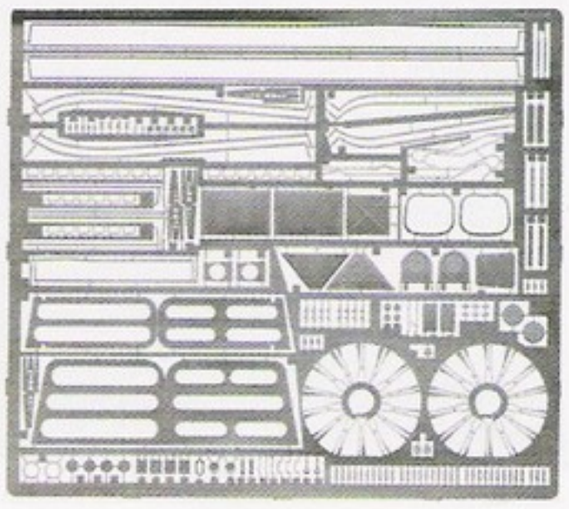
**CH-47D Chinook Interior**
Product No: 73321 (Pre-Painted/Self-Adhesive)
Price: £19.25
Designed For: Trumpeter kit

### 1/48

**BAe Hawk Mk I Masks**
Product No: EX260 Price: £4.99
Designed For: Italeri kit

**A-4E/F Skyhawk**
Product No: EX262 Price: £6.40
Designed For: Italeri kit

**A6M5 Zero Interior Zoom**
Product No: FE425 (Pre-Painted)
Price: £8.30
Designed For: Tamiya kit



**LaGG-3 Zoom**
Product No: FE427 Price: £8.30
Designed For: ICM kit

**C-47 Skytrain Interior Zoom**
Product No: FE431 (Pre-Painted/Self-Adhesive)
Price: £8.30
Designed For: Trumpeter kit

**A6M5 Zero Landing Flaps**
Product No: 48603 Price: £15.99
Designed For: Tamiya kit

**C-47 Skytrain Landing Flaps**
Product No: 48607 Price: £22.50
Designed For: Trumpeter kit

**LaGG-3 Landing Flaps**
Product No: 48608 Price: £15.99
Designed For: ICM kit

**C-47 Skytrain Exterior**
Product No: 48609 Price: £22.50
Designed For: Trumpeter kit

**A6M5 Zero**
Product No: 49425 (Pre-Painted/Self-Adhesive)
Price: £19.25
Designed For: Tamiya kit

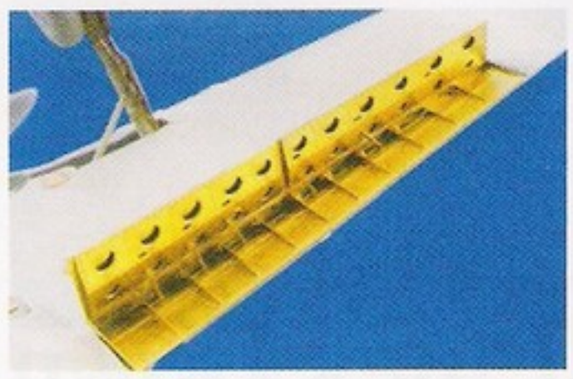
**LaGG-3**
Product No: 49427 (Pre-Painted/Self-Adhesive)
Price: £12.80
Designed For: ICM kit

**C-47 Skytrain Cargo Seatbelts**
Product No: 49428 (Pre-Painted)
Price: £15.99
Designed For: Trumpeter kit

**C-47 Skytrain Interior**
Product No: 49431 (Pre-Painted/Self-Adhesive)
Price: £19.25
Designed For: Trumpeter kit

### 1/32

**P-51B Gun Bay**
Product No: 32214 Price: £19.25
Designed For: Trumpeter kit



**P-51B Interior**
Product No: 32626 (Pre-Painted/Self-Adhesive)
Price: £17.30
Designed For: Trumpeter kit

**Messerschmitt Bf 110C Interior**
Product No: 32628 (Pre-Painted)
Price: £17.30
Designed For: Dragon kit

**Messerschmitt Bf 110C Seatbelts**
Product No: 32629 (Pre-Painted)
Price: £12.80
Designed For: Dragon kit

**P-40 Interior**
Product No: 33016 (Pre-Painted/Self-Adhesive)
Price: £12.80
Designed For: Hasegawa kit

**P-47D-25 Interior**
Product No: 33017 (Pre-Painted/Self-Adhesive)
Price: £12.80
Designed For: Trumpeter kit

Another good batch of product from this source. Eduard are a unique engine within the hobby at the moment, and long may they continue to be so.

All items can be viewed on the website at www.eduard.cz, and UK importers are Hannants and LSA

● SAMI

# Kwik Fit Spits

## QUICK & EASY

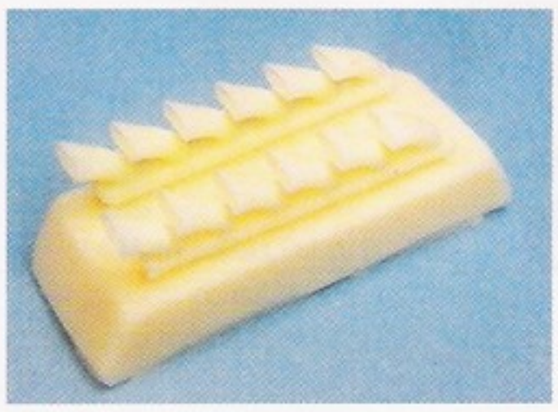
Another range of instant fixes is CMK's 'Quick & Easy,' and the quality of these castings will come as no surprise to anyone familiar with the company's other lines.

Two sets of Spitfire exhausts passed to us at Nuremburg, and we can only hope the range will continue to expand.

**1/48**

**Spitfire Mk I/early, Mk V**
**Product No: Q48059** **Price: €3.80**
**Designed for: Tamiya kit**

**Late Spitfire Mk V/Seafire Mk III**
**Product No: Q48059** **Price: €3.80**
**Designed for: Hasegawa/Tamiya/Special Hobby kit**



This type of product is always welcome, as we are sold the bare essentials, and not left with a pile of parts that we didn't really want if the truth be known. Well within any modeller's capabilities – simply cut off the moulding stubs and slot into place. Highly recommended.

This range can be viewed at CMK's online shop at www.cmkkits.com. UK importer is Hannants.

● SAMI

# Metal Motion

## PARABELLUM

New from Parabellum, and passed on to us by them at the Huddersfield show, is a series of RAF bomb crew in a selection of poses perfect for a 1/48 Halifax or Stirling, although for the moment you will have to make do with a Trumpeter Wellington or Tamiya Lancaster. For white metal the quality of casting is first rate and with careful painting should look very nice. I was particularly impressed by the sheepskin effect on the jacket collars. All but one of the castings are supplied in one piece, the exception being one of the RAF officers, where both arms are supplied separately, which will make it easier to modify the figure if required.

RAF Bomber Crew 1941-45 – PMA1

RAF Bomber Crew 1941-45 – PMA2

**1/48**

**RAF Bomber Crew 1941-45**

**PMA1**
Kneeling down with head forward wearing life jacket and field service cap

**PMA2**
Standing officer wearing officer's hat and bomber jacket looking at watch

**PMA3**
Standing figure wearing life jacket and field service cap carrying map

**PMA4**
Standing figure wearing life jacket and field service cap carrying parachute

RAF Bomber Crew 1941-45 – PMA3

RAF Bomber Crew 1941-45 – PMA4

RAF Bomber Crew 1941-45 – PMA5

RAF Bomber Crew 1941-45 – PMA6

**PMA5**
Standing figure wearing life jacket and field service cap

**PMA6**
Standing figure wearing life jacket with bare head

**PMA7**
Kneeling figure wearing life jacket and field service cap with head looking right

### Conclusion

These figures can be purchased individually and when combined will add life and scale to your 1/48 bomber dioramas, but the most surprising thing about these figures is the price, at only £3.25 per figure. I would have expected to pay twice that for figures of this quality.

Parabellum products can be purchased direct from the manufacturer by phoning 0121 551 8878 Faxing: 0121 707 1471 or via E-mail: sales@parabellum.co.uk

● SAMI

RAF Bomber Crew 1941-45 – PMA7

# Boss Hog

## AVIONIX

Many modellers may not be aware that the Avionix range, which used to be known as Black Box, now comes under the Squadron/Signal umbrella. Their latest release is a simple set designed to replace the cockpit of the HobbyBoss A-10. A couple of minor modifications are required to the kit's fuselage halves and these are clearly illustrated in the instructions, which use a mix of photos and text to guide you through the assembly process.

**1/48**

**A-10A Thunderbolt II**
**Designed for: Hobby Boss** **Price: $27.00**

### Conclusion

This is simple set, which would make a good introduction to working with resin and carrying out minor modifications to the basic kit parts. The pieces are beautifully cast and as supplied the cockpit is suitable for an aircraft fitted with the RHAW system in use from the early 1990s onwards.

Our thanks to Squadron/Signal for the review sample which can be purchased online from their website at www.squadron.com

● SAMI

# Decals

## Big Outline

### KITS AT WAR

It is rare that 1/24 kits get the aftermarket treatment but this month Kits at War have tackled the Trumpeter Hurricane Mk I/II. In the smaller scales - if you call 1/32 small - we have two sheets for the Spitfire Mk IX, although tucked in the corner of each sheet is an extra aircraft, the first an attractive RAF P-51 Mustang and the second a Dutch Swordfish, which will be perfect for the new Trumpeter kit. Finally we have a 1/48 sheet that includes a South African Ju-52 and a rather nice Canadian Halifax with some very attractive nose art. To avoid registration problems the centre and outer rings of the roundels are printed separately. Some modellers complain about this approach but personally I prefer it to cross-eyed roundels.

**1/48**

**DDK4824 RCAF Halifax B Mk III and SAAF Junkers Ju 52/3m**

- 1. Handley Page Halifax B.Mk III, QB-O, B- Flight, 424 Tiger Sqn, RCAF
- Skipton-on-Swale, England 1943. Oscar was lost over Karlsruhe on 25 April 1944
- 2. Junkers Ju 52/3m, Tobruk 26, SAAF. Used for ferry flights between southern and north Africa, this machine crashed on 16 October 1943 near Bulawayo in Southern Rhodesia. It was one of twelve captured Luftwaffe Ju 52s used by the SAAF

DDK2401 Hawker Hurricane

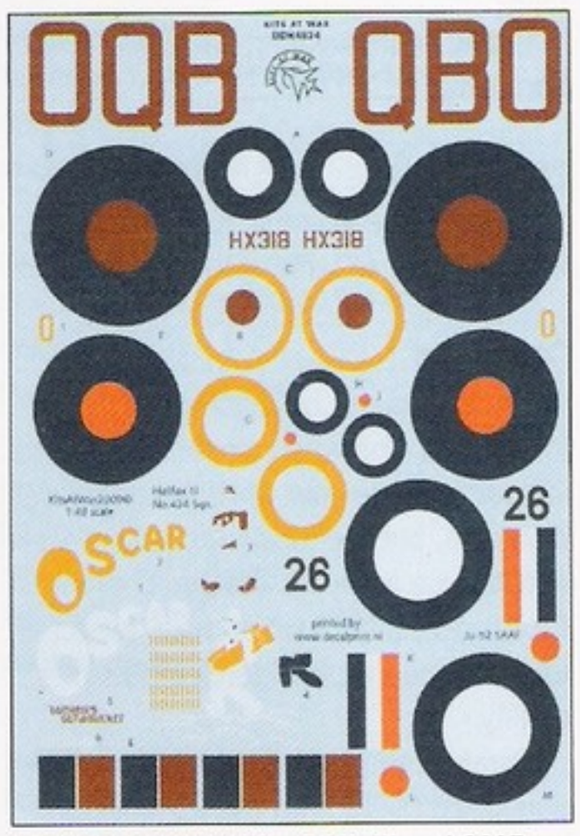
**1/32**

**DDK3203 RAF Fighters**

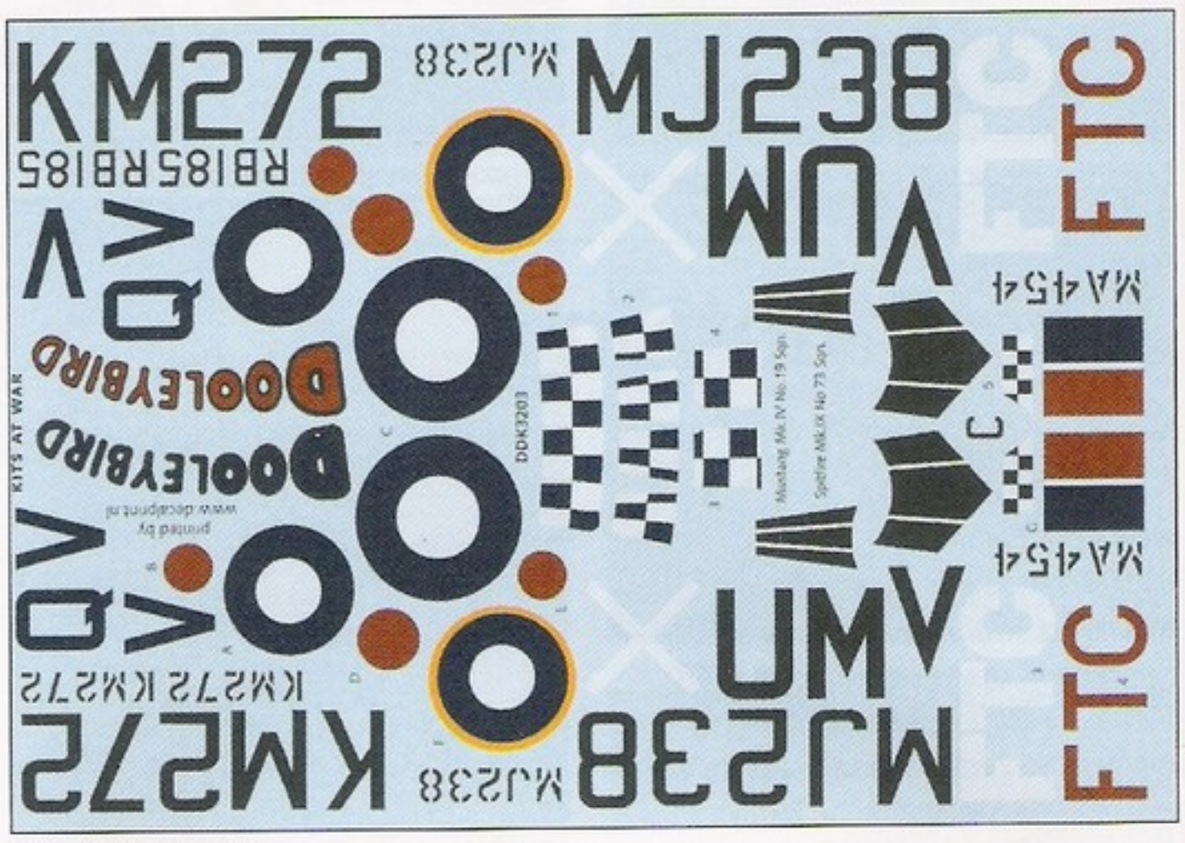
- 1. Mustang Mk IV KM272, QV-V, 19 Sqn, RAF Acklington 1945. Flt Lt. A. S. Doley
- 2. Spitfire Mk IX MJ238, X, 73 Sqn, RAF Ta'Qali, Malta 1946
- 3. Spitfire Mk IX RB185, FT-C, 43 Sqn, RAF Zelftweg, Austria 1946
- 4. Spitfire Mk IX MA454, MU-V, 1542 Sqn, RAF Italia 1942

**DDS0324 Spitfire LF Mk IX**

- 1. Spitfire LF Mk IX H-60, NH328, 322 Sqn

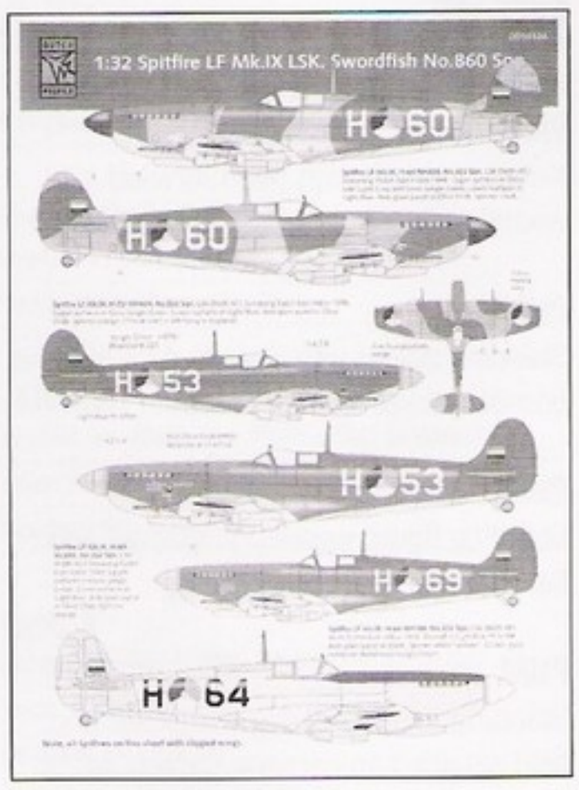



DDK4824 RCAF Halifax B.Mk III and SAAF Junkers Ju 52/3m




DDK3203 RAF Fighters

- 2. Spitfire LF Mk IX H-53, MH434, 322 Sqn
- 3. Spitfire LF Mk IX H-69, MJ893, 322 Sqn
- 4. Spitfire LF Mk IXH-64, NH188, 322 Sqn
- 5. Spitfire LF Mk IX H-13, MK632, 322 Sqn
- 6. Spitfire LF Mk IX H-104, MK893, 322 Sqn
- 7.Spitfire LF Mk 16e 3W-16, PT986, 322 Sqn




DDS0324 Spitfire LF Mk IX

- 8. Swordfish Mk II 03 LS298, 860 Sqn Royal Netherlands Navy, O Flight, MAC ship MV Acavus 1943-1944

**1/24**

**DDK2401 Hawker Hurricane**

- 1. Sea Hurricane Mk I, P3114, M, 880 Sqn, FAA. RNAS Arbroath 1941
- 2. Hurricane Mk I, L1783, 4, Central Flying School, RAF Upavon 1940
- 3. Hurricane Mk IIc, BE581, JX-E, 1 Sqn, RAF Redhill 1942. Fl. Lt. Karel M. Kuttelwascher DFC
- 4. Hurricane Mk IIc, BD348, JX-J, 1 Sqn, RAF Tangmere 1942. P/O. R. Marcinkus
- 5. Hurricane Mk IIc, BD929, ZY-S, 247 Sqn, RAF Exeter 1942

### Conclusion

As usual a nice mix of subjects, my favourites being the Halifax bomber, and that P-51 Mustang, which I first built with this marking option, when it was included in the old Matchbox kit in the mid '70s.

These sheets are available from Hannants, Aeroclub and the Aviation Hobby.

● SAMI

## Space Patrol

### DRAW DECALS

Just received from DRAW is the latest sheet for a military subject in a civilian scheme, this time an attractive HU-1H Huey an aircraft that is not known for colourful markings. NASA operate 4 Hueys at Kennedy Space Centre to patrol its airspace prior to space shuttle launches. These aircraft are finished in white and blue with prominent NASA markings, and though only one aircraft is shown on the instructions, markings for all four aircraft are supplied.

**1/32**

**DD Set 32s-Huey-1 NASA UH-1H Huey**

- Markings are supplied for N420NA, N419NA,N418NA and NA417NA Iron Horse

### Conclusion

I really like these civilian schemes as they make a pleasant change from the normal warlike appearance and these sheets make it possible to model them easily in your chosen scale, and now this range is now so large I am sure that most modellers will find something of interest. Available from DRAW at www.drawdecal.com

● SAMI

# Flying Squad

## PEDDINGHAUS

Normally we do not ask manufacturers for specific accessories to review but when I received last month's Peddinghaus sheets they also included a mailer for some other projects the company had in the pipeline.

The Revell EC-145 is a great little kit with lots of nicely moulded detail, but unfortunately like most large-scale choppers is rarely seen completed. Now Peddinghaus have released a number of sheets for this kit and one of them really caught my eye in the shape of a Metropolitan Police EC-145. Like most UK Police helicopters they are marked in a striking blue and yellow scheme to which are added large Metropolitan Police markings on the side.

A quick begging letter was sent to Peddinghaus for a review copy and within a week I had a copy of this sheet delivered to the editorial office.

The set includes the usual small instruction leaflet but this time we also have a selection of thumbnail photos to help with the details. The decals are very well printed and in perfect register but remember that they are covered in a one-piece film so you will need to trim close to each image before use.

### 1/32

**EP1694 Metropolitan Police EC-145**

- This sheet contains one marking scheme for EC-145 G-MPSA

### Conclusion

I have been on the lookout for a UK Police helicopter for a number of years and I am really looking forward to finally being able to start work on this project. The only downside is that the Met's EC-145s have a custom interior, which will need scratch building, but fortunately this aircraft and its two sisters appear regularly on the British BBC TV series Skycops.

Peddinghaus produce a diverse range of markings covering many different subjects, as well as aircraft, in a wide range of scales, so if you are interested in Luftwaffe subjects or are looking for something a bit different visit their website at www.peddinghaus-decals@web.de

SAMI

# Northern Exposure

## VINGTOR DECALS

This Norwegian manufacturer has established a reputation for producing high quality decals for aircraft in Norwegian Air Force service through the ages.

The decals have been produced in both 1/72 and 1/48 and are supplied with a sheet of comprehensive instructions, which includes colour profiles and informative text. The decals are to an equally high standard and I was very impressed with the printing on the individual aircraft artwork - I cannot call it nose art as it is located on the fuselage just above the wing.

### 1/72

**72-103 F-86F Sabre - 336 & 338 Sqn RNoAF**

- 1. North American F-86F Sabre, 52-5190, Px-Z, 336 Sqn, Rygge, 1960. Black protective agent applied on the gun panels
- 2. North American F-86F Sabre, 52-5124, AR, 336 Sqn, Rygge, 1964. Personal aircraft for Ame Riegels, the Operation Group Commander at Rygge 1962-66. Dark grey-green anti-glare panel. No squadron crest decal on the fin shield
- 3. North American F-86F Sabre, 52-5203, PTMA, 336 Sqn, Orland, 1958. Personal aircraft for Ole Tobias Mehn-Anderson,, Station Commander at Orland 1957-60

### 1/48

**48-103 F-86F Sabre - 336 & 338 Sqn RNoAF**

Exactly the same as listed above for 1/72

### Conclusion

My liking for themes is well known and this manufacturer's products will make a very interesting collection for an airforce that is rarely represented on the tables at shows.

The easiest way to order these decals is direct from www.vingtor.net where they will be sent post free for NOK 125 for the 1/72 sheet or NOK 140 in 1/48. This range is also stocked by a number of major model shops including Hannants.

SAMI

72-103 F-86F Sabre - 336 & 338 Sqn RNoAF

# Polish Exiles

## TECHMOD

Received for review at Nuremburg were a couple of very interesting new sheets from this source, including one for the Revell Ju 88, which will no doubt be warmly received by the many modellers who have stockpiled several of these kits.

### 1/32

**32038A Junkers Ju 88A-1 Price:**

This item comes on an A4 sheet, with no less than five full-colour pages of placement instructions. Full stencilling is included, including wingwalk markings, and the swastikas on the main sheet are in two parts. An additional small addendum sheet is provided, which includes complete swastikas, and is presumably not available in Germany.

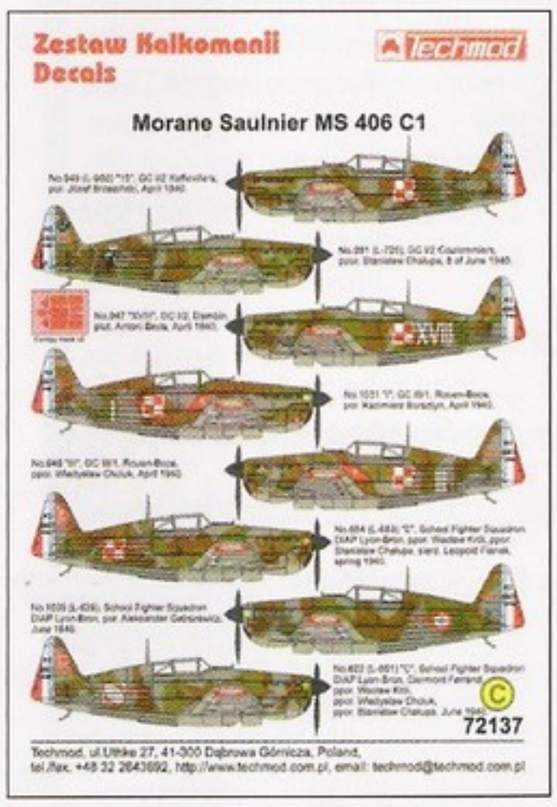
- 4D+DC, Stab. III./KG30, France Summer 1940
- L1+ER, LG 1, France Summer 1940
- 9K+HS, KG51, France Summer 1940

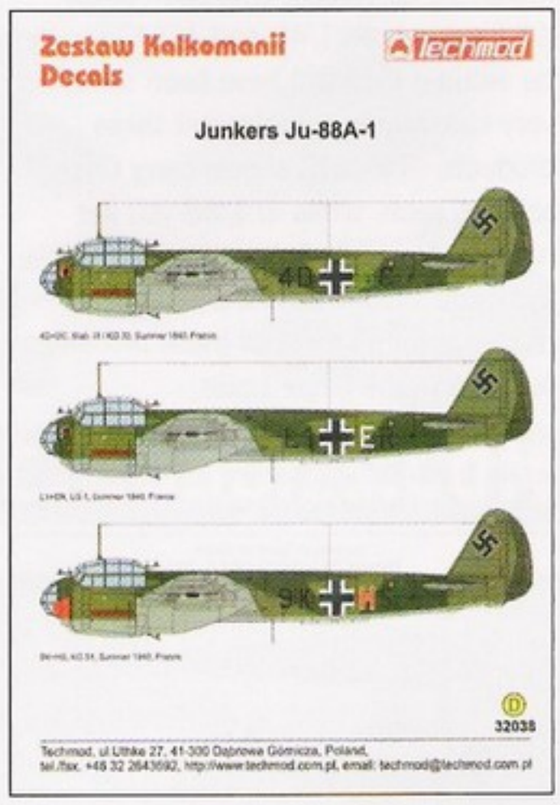
### 1/72

**72137 Morane Saulnier MS.406C.1**
**Price: £6.99**

This sheet features eight aircraft flown by Polish pilots in France in 1940. All feature broadly similar colours and markings, and a canopy mask is also provided. The decal sheet features national markings for two complete aircraft, as well as all the individual pieces required for the eight options.

- L980 GC 1/2, Josef Brzezinski
- L720 GC 1/2, Stanislaw Chalupa
- 947 XVIII GC 1/ 2, Antoni Beda
- L621 GC III/1, Kazimierz Bursztyn
- 948 GC III/I, Wladyslaw Chciuk
- L683 `E' School Fighter Sqn
- L628 School Fighter Sqn
- L651 `C' School Fighter Sqn




The Ju 88 sheet is welcome, but the MS.406s provide an interesting and welcome insight into a less well known chapter in WWII aviation history.

Techmod can be found at www.techmod.com.pl and the range is carried in the UK by Hannants and Squadron in the US

SAMI

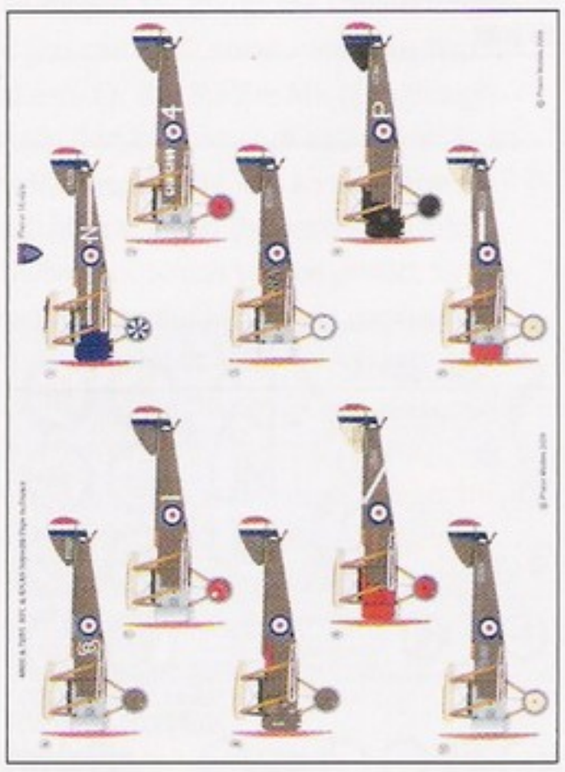
# Pup Up

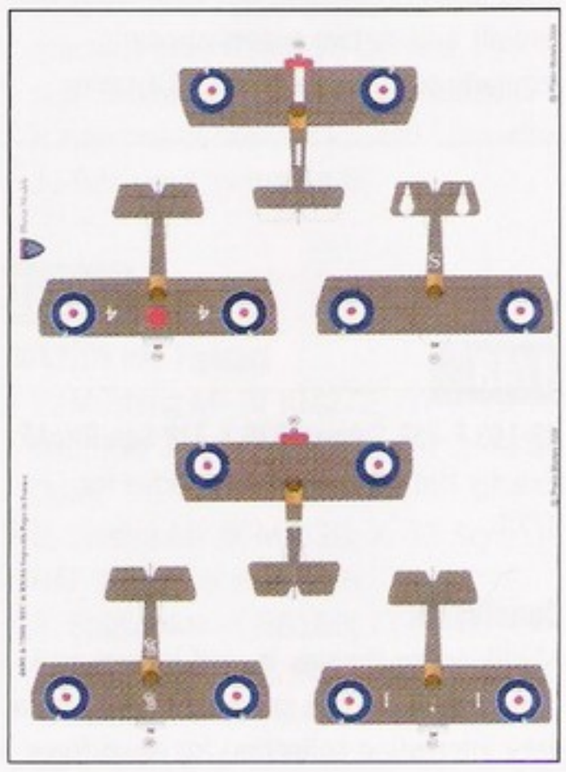
## PHEON MODELS

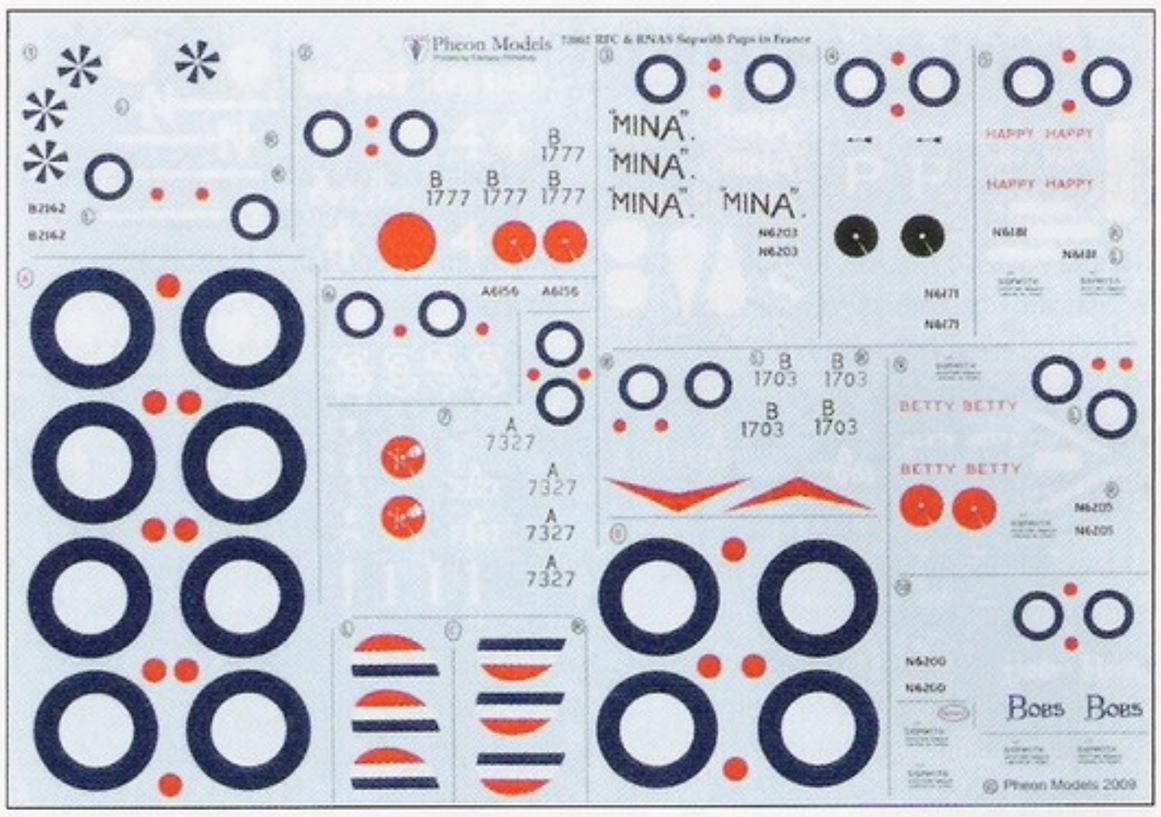
Pheon models is a new name specialising in WWI subjects. The sheets are available in 1/72 and 1/48, and each features ten options, with enough roundels to completely fit out three Pups. A bonus section of makers' marks is crammed on to each sheet.

**72001 and 48001 RFC & RNAS Sopwith Pups in France**

- 1. B2162, 66 Sqn RFC, Estree-Blanche, France. September 1917. 2lt A.Pritt
- 2. B1777, 46 Sqn RFC, Sutton Farm Essex and Ste-Marie-Capel, France. August / September 1917. Lt A.S.G.Lee
- 3. N6203 RNAS Seaplane defence flight, St Pol, France. July 1917. Flight Cdr LH Slatter
- 4. N6171 3 Naval Sqn, Marieux, France. April 1917. Flt Sub-lt E.Pierce
- 5. N6181 3 Naval Sqn, Marieux, France. April 1917. Flt Cdr L.S.Breadne








- 6. A6156 54 Sqn RFC, Flez, France. May 1917. Capt O.M.Stewart
- 7. A7327 46 Sqn RFC, La Gorgue, France. June 1917. Capt S.H.Pratt
- 8. B1703 66 Sqn. RFC Vert-Galand, France. June 1917. Capt J.O.Andrews
- 9. N6205 3 Sqn RNAS, Marieux, France April 1917. Flt Cdr J.S.T.Fall
- 10. N6200 4 Sqn RNAS, Bray Dunes, France. May 1917. Flt Cdr A.M.Shook

These sheets are obviously a labour of love and it shows not only in the quality of the sheet, but also the level of detail that is included within the package itself. Along with the decals there are four sheets of full-colour placement charts and a twelve-page booklet. The book impressed me the most as it included complete histories for each option, general colouring notes, suggested improvements to the kits and a list of references. In fact everything you could possibly need to soup up those old Airfix and Eduard kits. Highly recommended.

The sheets are available directly from Pheon Models: Pheon.models@hotmail.co.uk

**SAMI**

# Super Squadron

## SUPERSCALE

More new items in from Squadron from their Superscale range for the Nieuport 28C-1, and as Squadron are US Importers for Roden, who have kitted the type in both 1/48 and 1/32, you can be assured they will have been designed very carefully to complement these products. The 1/32 sheets carry one scheme each, while in 1/48 you get national markings for one aircraft, but individual codes, serials and personal markings for all three of those machines featured in the larger scale.

Print quality is significantly good, while the instructions are full colour, and include FS numbers for the paints required.

### 1/32

**MS320242 Nieuport 28C-1**

- 1. 1st Lt. Edward B. Elliott, 27th Aero Squadron, Touquin, August 1918

**MS320243 Nieuport 28C-1**

- 1. 1st Lt. Quentin Roosevelt, 95th Aero Squadron, Gengoult, June 1918

**MS320244 Nieuport 28C-1**

- 1. 2nd Lt. Ralph A. O'Neill, 147th Aero Squadron, Touquin July 1918

### 1/48

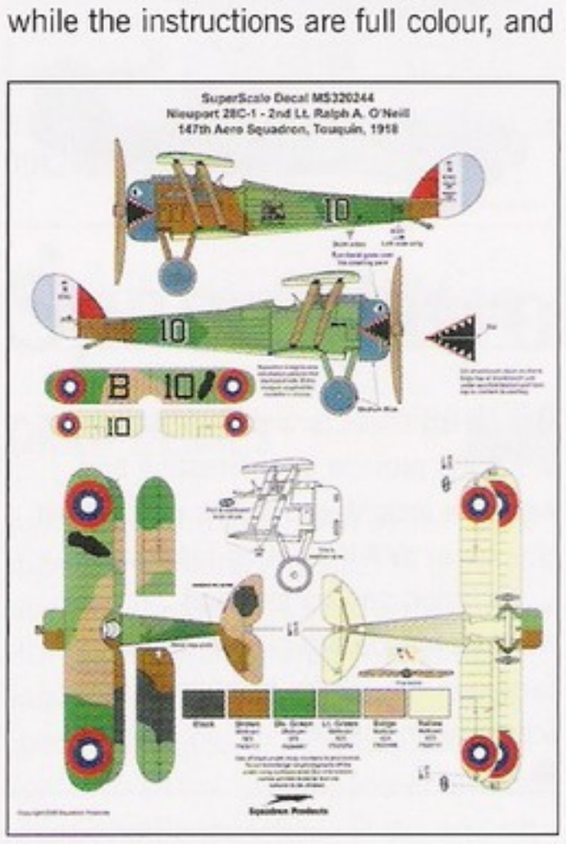
**MS481216 Nieuport 28C-1 of the USAS 1st Pursuit Group**

This sheet includes all three options listed above.

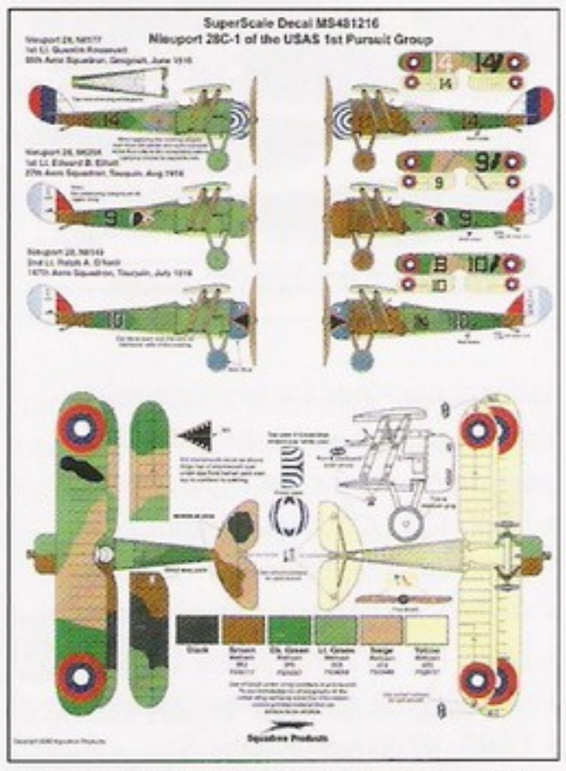
Squadron are dovetailing their product lines very neatly at the moment, with books and decals that cross-reference each other, and resin that relates directly to other kits carried by the company. All these sheets, plus the other superb in-house ranges, like True Details and Avionix, can be viewed at www.squadron.com

**SAMI**

MS320243 Nieuport 28C-1




MS320244 Nieuport 28C-1




MS481216 Nieuport 28C-1 of the USA's 1st Pursuit Group

MS320242 Nieuport 28C-1

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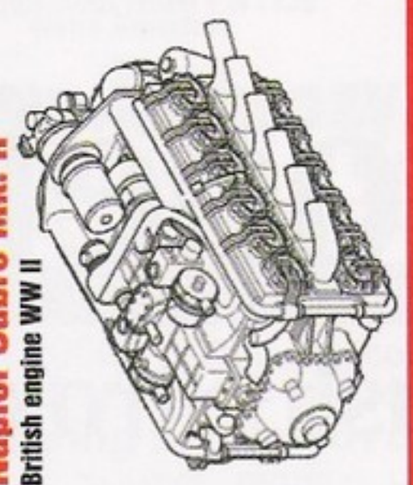
**4213** Hawker Sea Hawk
Undercarriage set for Trumpeter kit
1/48

**4215** Napier Sabre Mk. II
British engine WWII
1/48



**4212** Hawker Sea Hawk
Control surfaces set for Trumpeter kit
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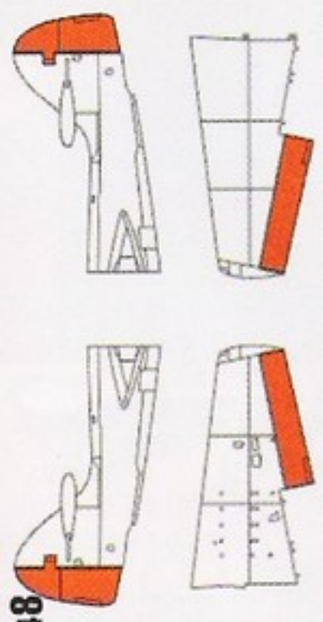

**4214** Hawker Sea Hawk
Wing fold set for Trumpeter kit
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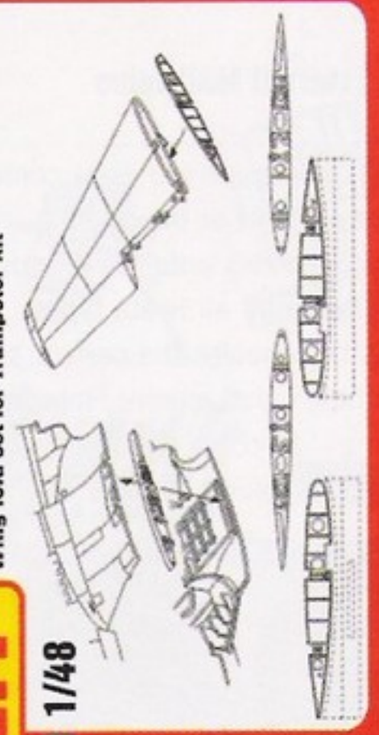

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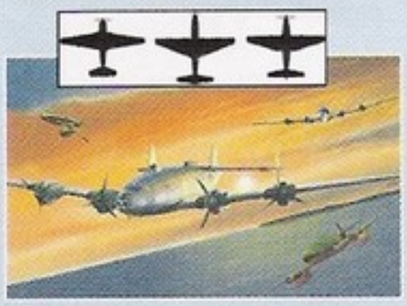

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- LC17 Brown FS 30108
- LC35 French Blue FS 35044
- LC36 Leather FS 33275
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- LC40 Dragon Green FS 34062

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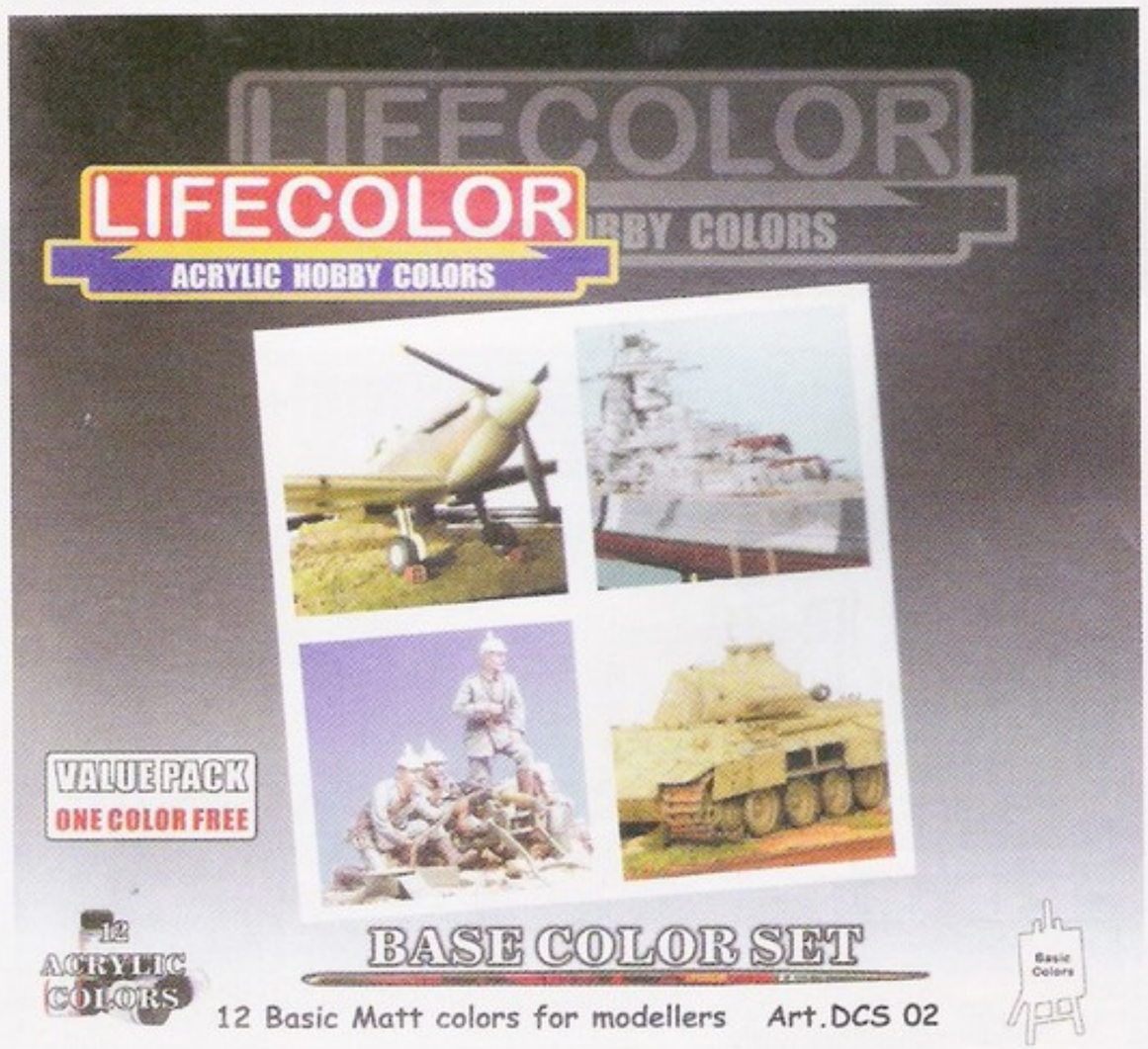

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# Modellers' Profile
## No 21

**T.7 XL601 of 1[F] Sqn**
Stationed at RAF Waterbeach in 1960. The aircraft also served with 19(F) Sqn, 233 and 237 OCUs, 4FTS, and went on to join FRADU at Yeovilton in 1985

# Side by Side

## Hawker Hunter two-seat trainers

by Jack Trent

**Building the single-seat Hunter has to be one of the easier tasks confronting the modeller these days, with such excellent kits available in scales ranging from 1/144 to 1/32, but for many enthusiasts this will lead inevitably to the two-seater, and like so many other modern jet types, no collection of the basic front-line variant will be complete without a couple of trainers to show how a dynamic and attractive airframe can be stretched into the most fantastic and implausible of shapes in an effort to squeeze in an extra pilot.**

Of course there are those to whom the Hunter twin is the more beautiful, and no shortage of paeans to the machine, and it is the purpose of this month's profile not to lecture on a type well-documented elsewhere, but to assist the reader to place the machine in context. To what end, you may ask, would we want to perform major surgery on a perfectly good kit – or spend time and energy bringing an old one up to scratch?

**The heavy canopy framing and oddly flattened appearance of the aircraft's front end are apparent in this view**

| General Characteristics (Hunter T.7) | |
|---|---|
| Crew: | 2 |
| Span: | 33 ft 8 in (11.25m) |
| Length: | 48 ft 10.5 in (9.12m) |
| Powerplant: | One 8,000 lb thrust Rolls-Royce Avon 122 |
| Max Speed: | (36,000 ft): 600 knots (Mach 0.92) |
| Service ceiling: | 47,000ft |
| Weight: | Empty, 13,360 lb. Loaded, 17,200 lb |
| Armament: | One fixed 30-mm Aden gun |

Of course the dynamic dual's history does, by and large, follow the development and service career of the single-seater, so it is worth noting briefly that the first production Hunter F.1 flew on 16 May 1953. The Hunter was a conventional all-metal monoplane, employing a Martin-Baker 2H or 3H ejector seat, and a fuselage of monocoque construction, with a removable rear section for engine maintenance. The mid-mounted wings had a leading-edge sweep of thirty-five degrees and an airbrake was fitted under the ventral rear fuselage.

Hawkers started to develop the two-seat advanced trainer as a private venture in 1953, when it became apparent that the Hunter's performance outstripped that of existing training aircraft to an unwarrantable degree. The controversial side-by-side layout was agreed upon, and the first prototype flew in July 1955, appearing at the Farnborough air show later that year. Just like your old Matchbox kit, it was basically a single-seater with a new front end tagged on, and the cannon pack deleted and replaced with a single 30mm cannon fitted to the starboard side. Initial stability problems resulted in a long period of development, and it was not until mid-1956 that airflow problems were solved, and an order for the newly designated T.7 was placed by the Ministry of Supply. The two-seat trainer used the Mk 4H ejection seat and aside from the revised front end differed little from the single seater – it employed the later, larger wing - except for the addition of a fairing in the tail for a braking parachute. The first T.7s entered service with 229 OCU in May 1958.

**Originally built as a single-seat F.4, WV372 was rebuilt in 1959 following an accident. The aircraft avoided scrapping following withdrawal from 4FTS and has been an airworthy survivor for over a decade** *(All images via Andy Evans)*

Fifty-five aircraft were built as T.7s, and the last ten finished as T.8s for the Royal Navy, these latter being fitted with arrestor hooks and other naval equipment. Aircraft in RAF service were allocated all across the board, one aircraft apiece to most front-line squadrons, with the balance sent to 229 OCU at Chivenor in 1958. The T.7 served the RAF well as an advanced pilot and weapons trainer for over two decades.

With the introduction of aircraft like the Sea Vixen and the Scimitar, the Royal Navy recognised a need for a fast jet trainer of its own. In naval service the aircraft had a varied second-line career as a fast jet trainer and Fleet Requirements machine, and some of the last twin-seat Hunters operated with the FRADU long after the type had ceased

**Another Danish Hunter with a long career. ET 274 was built by Fokker and sold to the RDAF in 1967. Denmark also operated the T.53, which utilised the F.4 wing**

XL573 has had a long and busy life in private ownership, and is seen here wearing 12 Sqn. markings. This aircraft was one of a handful of IFIS equipped aircraft operating briefly with 237 OCU

regular operations elsewhere. FRADU operations included playing aggressor roles for naval units, and in the latter days of the Hunter's service they were flown by civilian pilots. The naval T.8s was followed by the T.8B, the T.8C and most spectacularly in 1979 by the T.8M. Where hitherto modifications had been comparatively innocuous, chiefly navigational equipment and the addition of the Harley light in the nosecone, the T.8M added a whole new dimension of strangeness to the type, with the extended nose cone designed to house the Blue Fox radar. The machine married a T.8 with a Sea Harrier nose, and was used to train pilots for the brand new Sea Harrier FRS.1. One of these strange collections of parts survives in the Fleet Air Arm Museum to this day – testament to the Navy's long standing tradition of 'make do and mend.'

One interesting footnote to the twin's RAF career was the transfer of several navy T.8Cs to the RAF for use as Buccaneer trainers. These machines operated with 237 OCU, and were fitted out with the OR946 Integrated Flight Instrumentation System (IFIS), used on the English Electric Lightning and the Buccaneer, the only external difference being a small probe visible on the lower port fuselage, just behind the cockpit.

With the proposed introduction of the TSR.2 a T.12 variant had been on the cards, but this project was cancelled. A single aircraft was built, and this operated for some years with the Royal Aircraft Establishment, being involved, among other things, in fly-by-wire developments. This airframe was the only British operated example of Hawkers' up-engined trainer, which saw such success in the export market as the T.66.

With nineteen countries operating the Hunter, both the original design and the uprated T.66, the twin-seater naturally travelled the world, and aircraft were occasionally re-acquired by Hawkers and refurbished for resale. The Dutch operated the T.7 between 1956 and 1968, sharing them with the Belgians under a co-operative agreement. Denmark operated the unique T.53, which differed from the T.7 in having F.4 wings instead of F.6, while the Swiss operated their T.68s well into the 1990s. Hunters saw service in the Middle East, Africa, and South America, and wherever the single-seat aircraft went, the trainer followed, so modellers wishing to pursue the subject further will find themselves spoiled for choice, as far as colours and markings are concerned.

For many the Hunter represents one of the pinnacles of aircraft design, and both single- and twin-seat variants have proved popular modelling subjects over the years. Ugly though some may call it, the T.7 and its sprawling sub-variants have been an essential part of many airforces over the post-war decades and with some airframes still surviving, airworthy, in private hands – notably those operated by Hawker Hunter Aviation Ltd. - it will no doubt remain a regular fixture at airshows for some years to come.

● SAMI

XL564 of the ETPS at Boscombe Down

Danish T.7 ET 273. The nose and cockpit of this aircraft currently reside at the Aeroventure Museum in Doncaster

Privately owned – and immaculately restored – XL577 masquerading in Blue Diamonds colours

# Resin Rhinoplasty
## for a Two-Seat Tiger

**TECHNICAL DATA**

**PJ Production Hunter T.7/T.8 Conversion Set**
Kit Number: 721207
Price: 21.20 Euros

**TECHNICAL DATA**

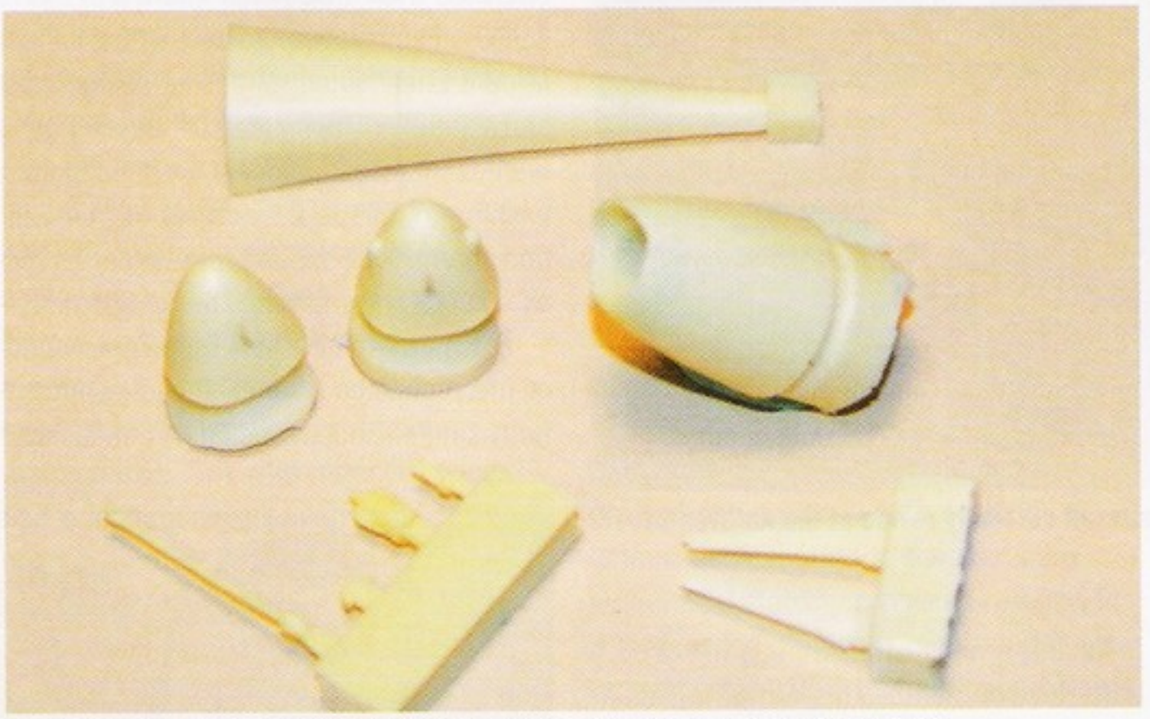
**Hawker Hunter F.6**
Scale: 1/72
Kit No: 04350
Price: £9.99
Type: Injection Moulded Plastic
Manufacturer: Revell

**by Paul Bradley**

While the Hunter modeller has had it pretty good in recent years, with the excellent Revell F.6 and FGA.9 kits in 1/144, 1/72 and 1/32, the poor T-bird has been rather neglected. In 1/72, the only options have been the very old Air Conversions resin cockpit section, and the rather poor Matchbox kit, neither of which addresses all the T.7/8 differences and both of which have severe accuracy issues. Aeroclub made a nice mixed-media model with vacform fuselage and wings, but this unfortunately has not been available for many years. Luckily, Philippe Jacques of PJ Production in Belgium has come to our rescue with a resin conversion set that enables the modeller to create almost any Hunter two-seater.

Philippe was kind enough to send me a test shot of this new set, which is intended for either of the Revell kits, though you should take note that not all T-bird variants can be made using the F.6 kit – more on that later. Presented in PJ's usual blue box, there are a total of twenty-two pieces, some of which are optional, plus two vacform canopies, there being a spare. The resin in this test shot was perfectly cast and features fine engraved panel lines where needed. Instructions are on four sides of paper with comprehensive instructions and colour drawings for the four aircraft included on the decal sheet, which sadly was not ready for inclusion with this test shot.

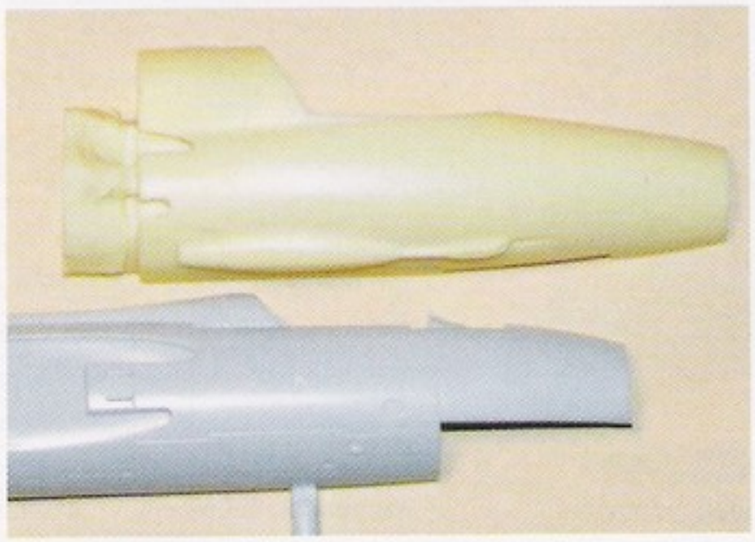
The four options are:
RAF – T.7, XL600/83 of 16 Sqn, January 1981
Royal Navy – T.8, XL580 of Flag Office Flight Training, RNAS Yeovilton, 1960s
Dutch Air Force – T.7, N-316, unknown unit, 1960s
Swiss AF – T.68, J-4203 of *Fliegerstaffel* 24, 1990. Includes civil registration HB-RVM for post-military airshow career.



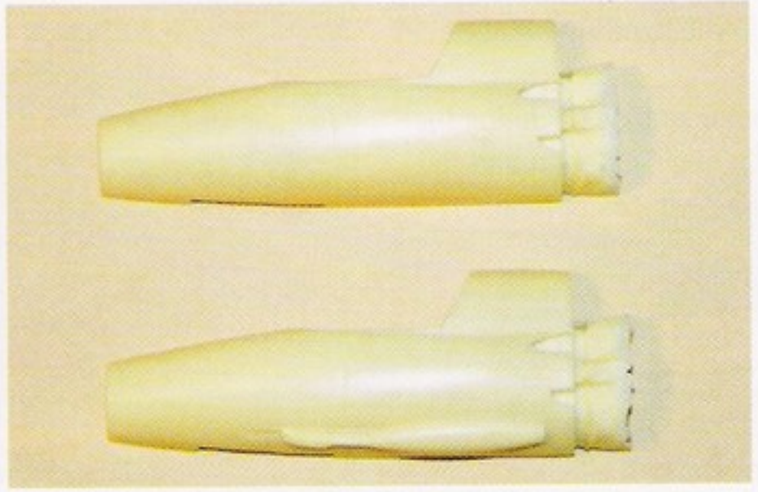
The PJ resin conversion parts include an optional nose cone for a Swiss T-68

The nose section is the focus of this set, and PJ has included vertically-split hollow-moulded nose halves. There are three nose halves included – a standard starboard side and two alternative port sides, one with and one without a cannon fairing. This allows the modeller to build a either a single-gun T.7/8 or a two-cannon export T-bird. The insides of these nose halves feature recesses to align the cockpit tub. The tub is moulded in one piece, complete with sidewalls and the central console between the pilots, and there is some instrumentation detail on these areas. The front wheel well is moulded to the underside of the tub, which gives very positive location for both the tub and well.

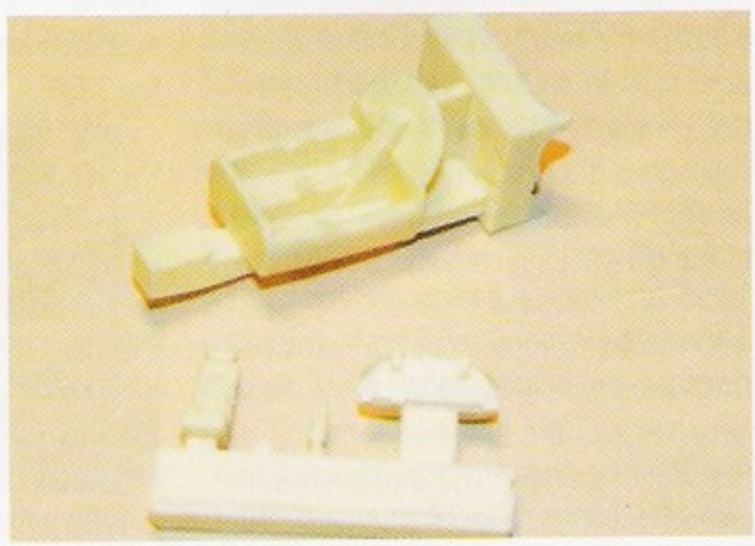
Two Martin Baker MB.4 seats are included, and are nicely detailed with complete belts. The instrument panel is



The Revell F.6 fuselage alongside the PJ resin nose

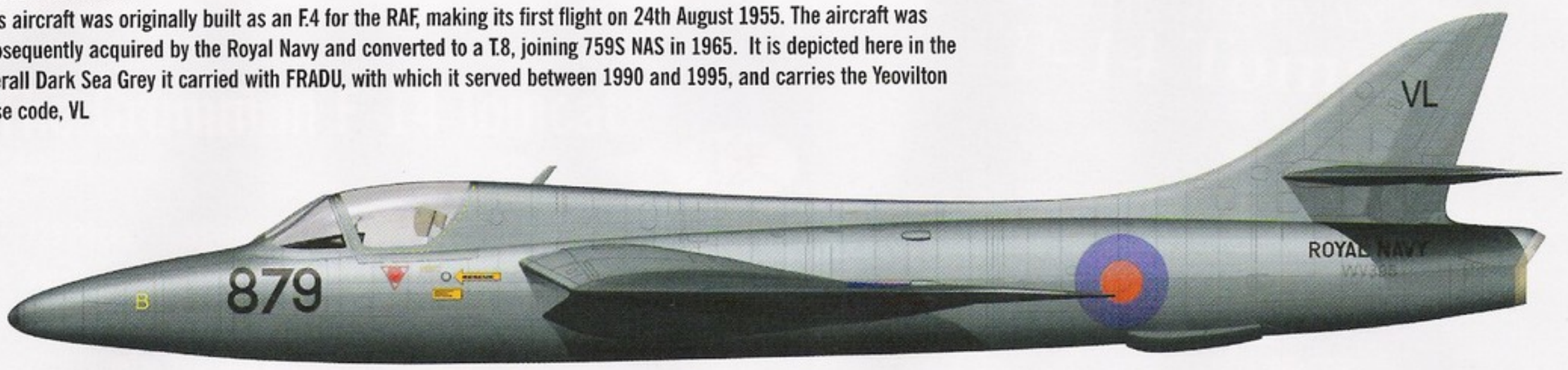


Optional port nose sections allow uprated export models to be modelled with two cannon



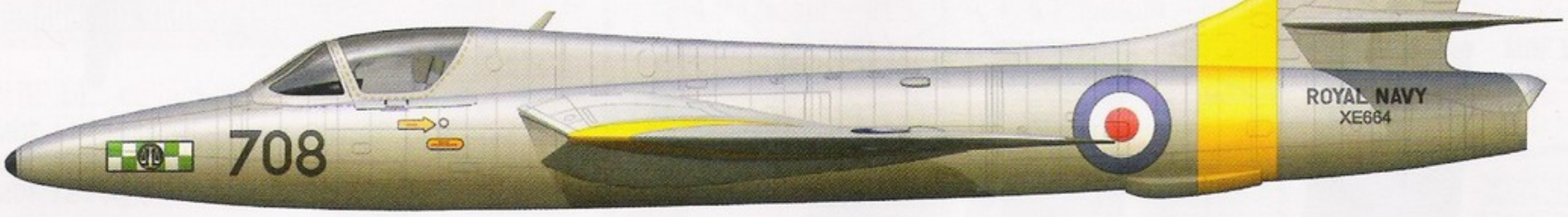
The cockpit tub, seat and panel

**Hunter T.8 WV396**
This aircraft was originally built as an F.4 for the RAF, making its first flight on 24th August 1955. The aircraft was subsequently acquired by the Royal Navy and converted to a T.8, joining 759S NAS in 1965. It is depicted here in the overall Dark Sea Grey it carried with FRADU, with which it served between 1990 and 1995, and carries the Yeovilton base code, VL




**Hunter T.8 WT702**
The second production Hunter F.4, transferring to the Royal Navy after conversion to T.8 in 1959. Seen here in overall metal finish with day-glo warning panels, the aircraft is carrying markings as seen in FRADU service at Yeovilton prior to 1978. WT702 was involved in a fatal crash in December 1982

**Hunter T.8 XE664**
Another T.8 conversion joining 764 NAS in 1959. The aircraft had a varied and colourful career, being converted to a T.75 and sold to Singapore. The aircraft here carries the LM tail code for a Lossiemouth based aircraft, and is in overall natural metal with yellow wing and fuselage bands



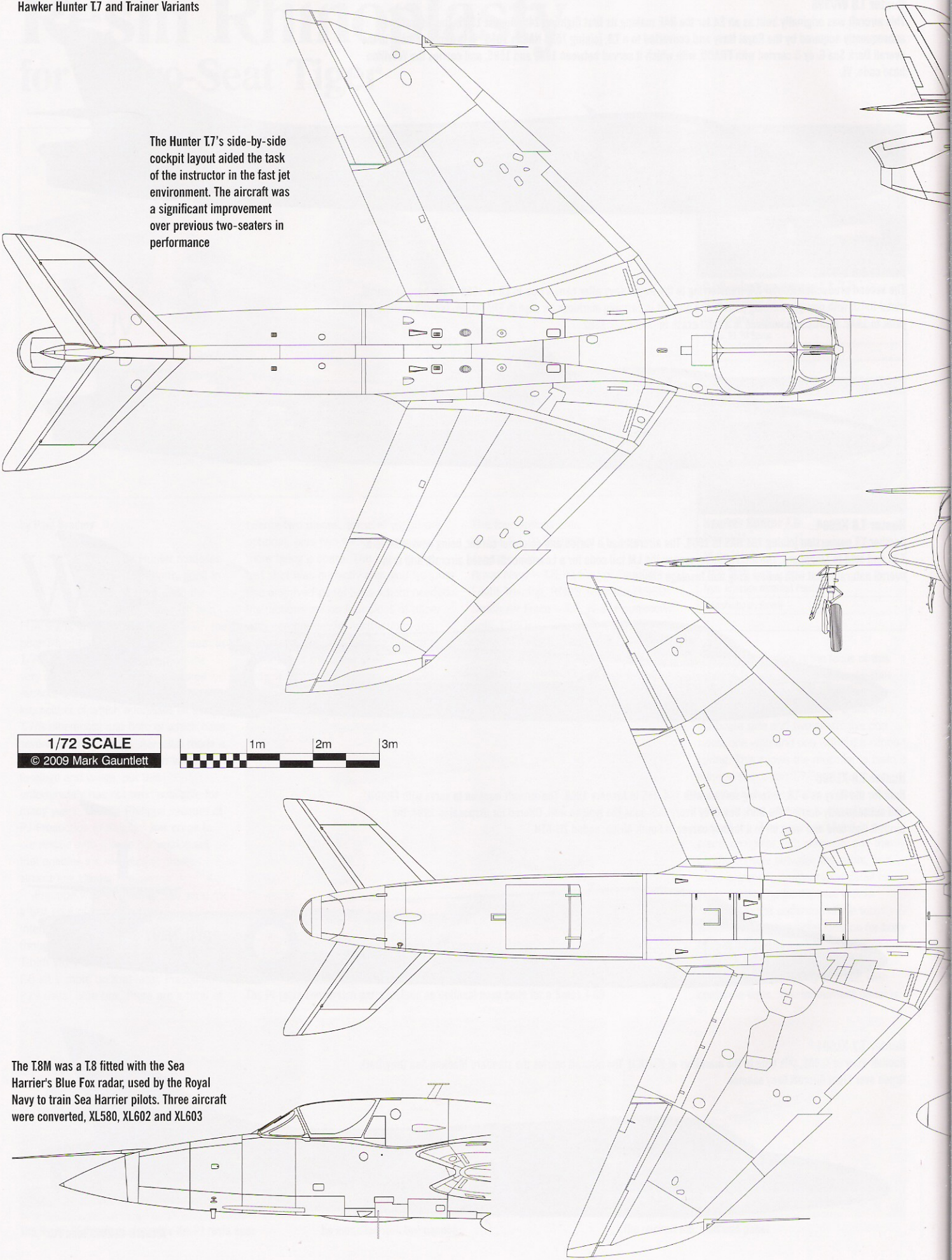

**Hunter T.8 XL598**
Built for the Navy as a T.8, entering service with 764 NAS in January 1959. The aircraft went on to serve with FRADU, and subsequently carried the Dark Sea Grey livery that suits the type so well. Offered for disposal in 1994, the aircraft was sold and went on to a further career in South Africa, coded ZU-ATH

**Hunter T.7 XL601**
Another view of XL601, this time in the markings of 237OCU. The aircraft carries the standard Medium Sea Grey/Dark Green over Light Aircraft Grey scheme

Artwork © 2009 John Fox

Hawker Hunter T.7 and Trainer Variants

The Hunter T.7's side-by-side cockpit layout aided the task of the instructor in the fast jet environment. The aircraft was a significant improvement over previous two-seaters in performance



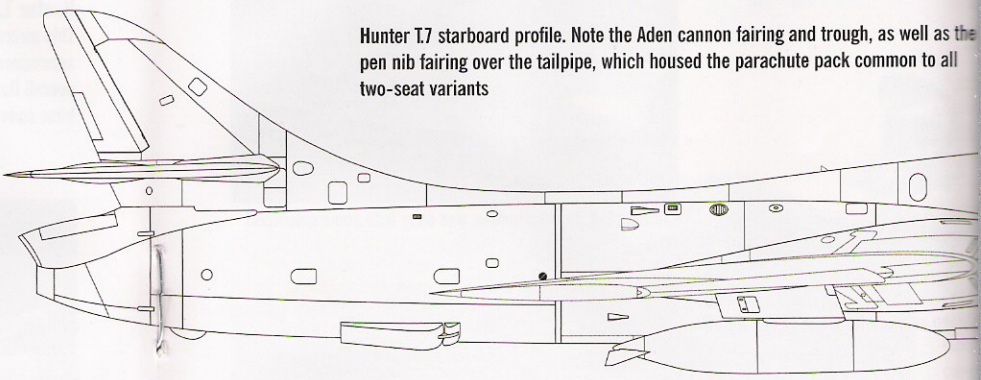
1/72 SCALE

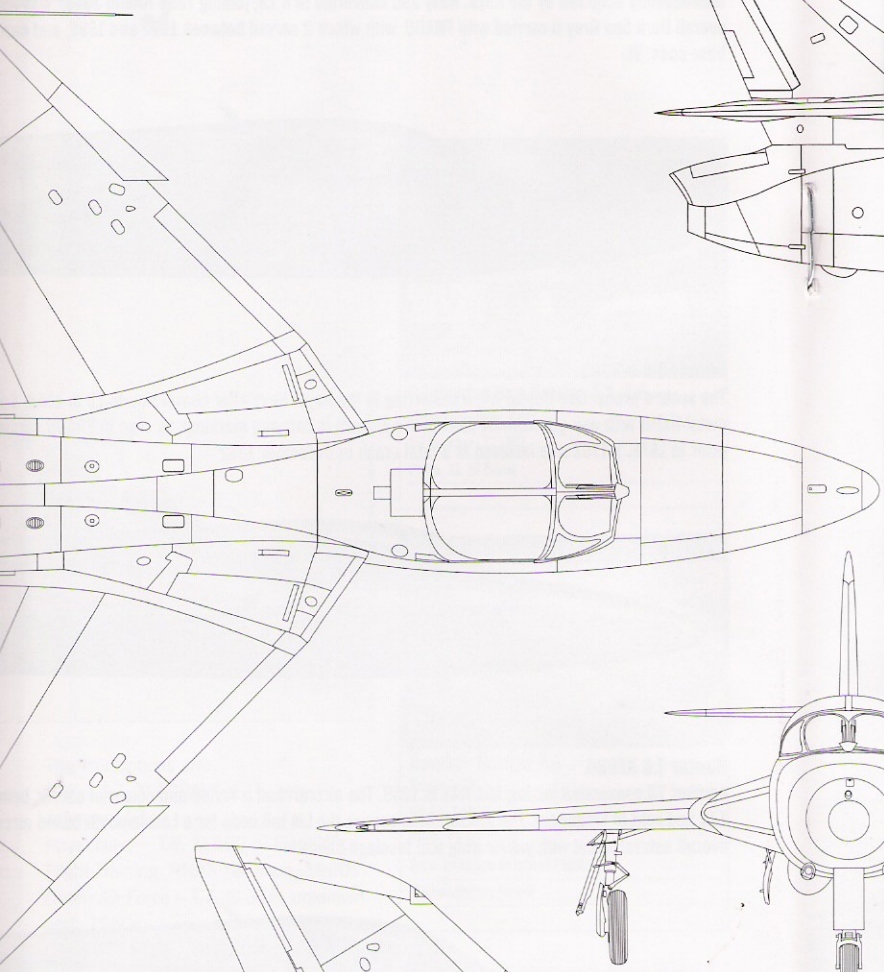
© 2009 Mark Gauntlett

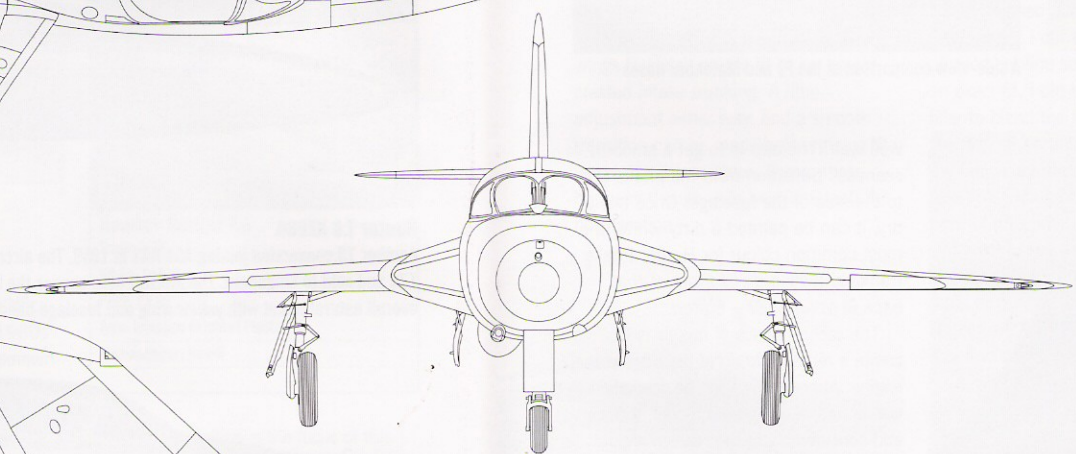
1m 2m 3m

The T.8M was a T.8 fitted with the Sea Harrier's Blue Fox radar, used by the Royal Navy to train Sea Harrier pilots. Three aircraft were converted, XL580, XL602 and XL603

Hunter T.7 starboard profile. Note the Aden cannon fairing and trough, as well as the pen nib fairing over the tailpipe, which housed the parachute pack common to all two-seat variants







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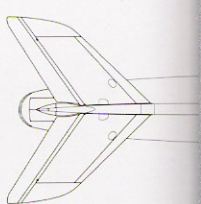
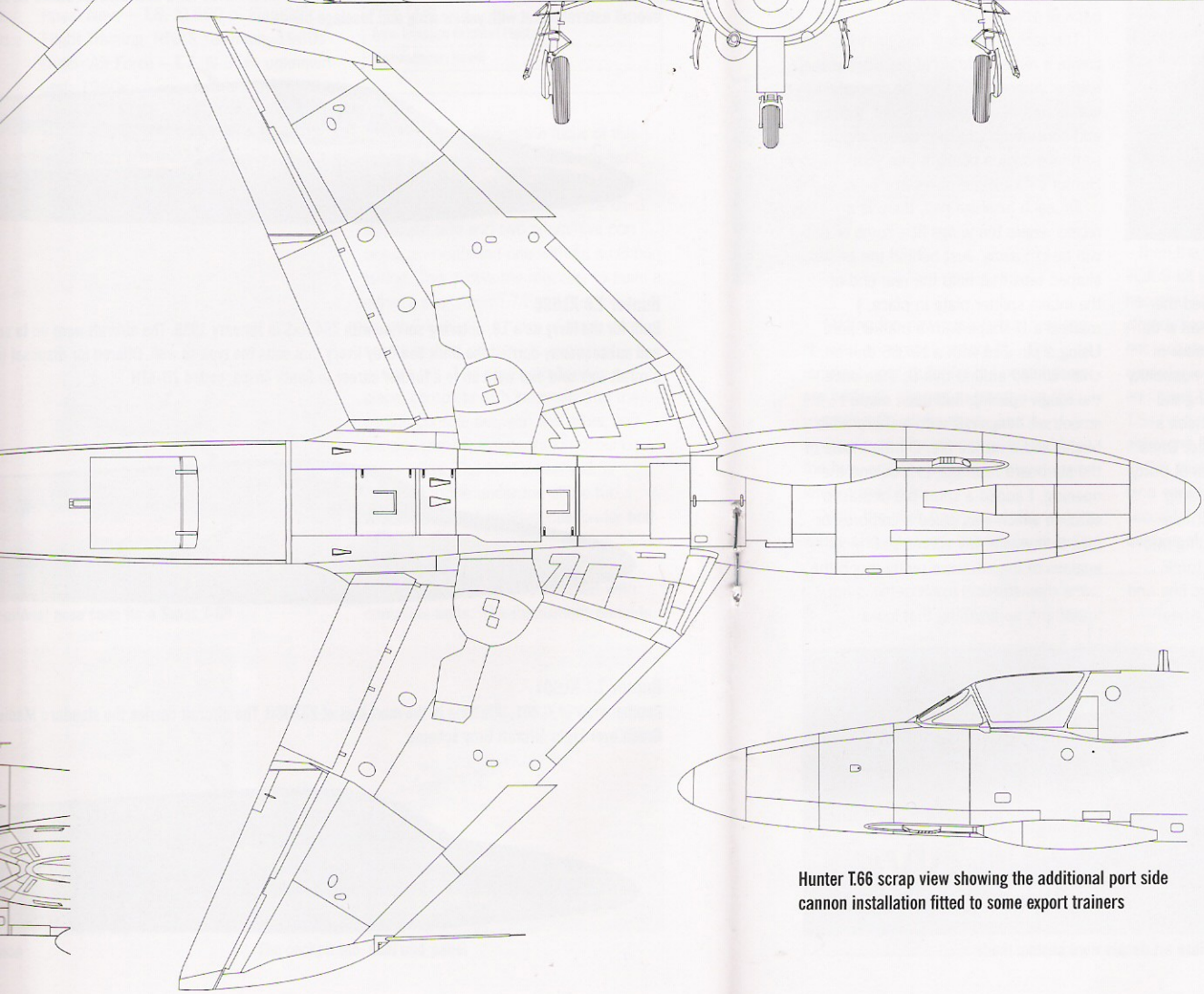
T.7





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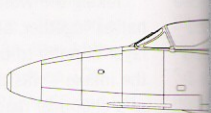

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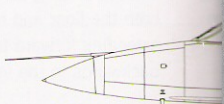
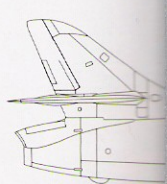
T.8M





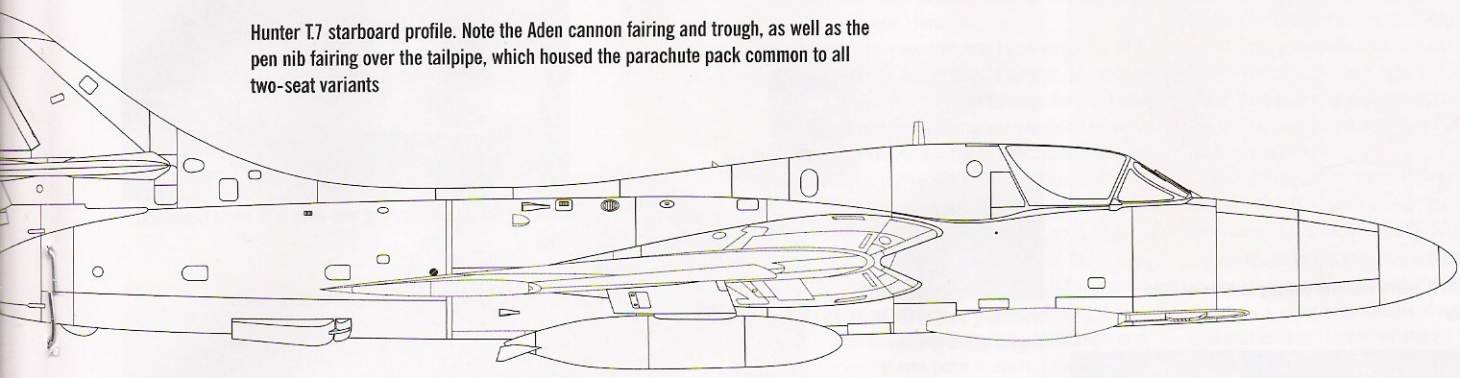


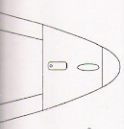


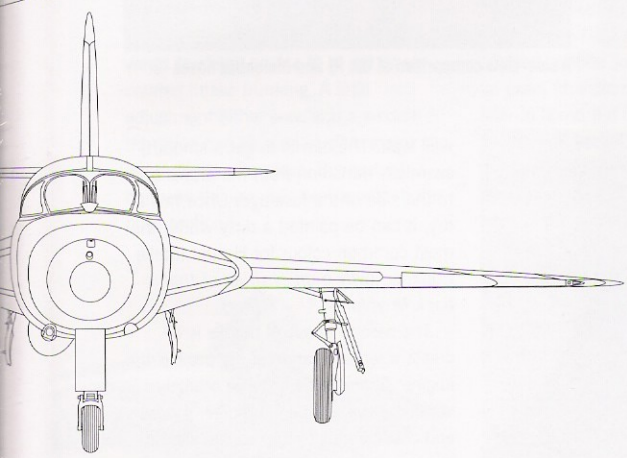
Hunter T.66 scrap view showing the additional port side cannon installation fitted to some export trainers

The T.66 was t
engine. Note t
characterised

Hunter T.7 starboard profile. Note the Aden cannon fairing and trough, as well as the pen nib fairing over the tailpipe, which housed the parachute pack common to all two-seat variants







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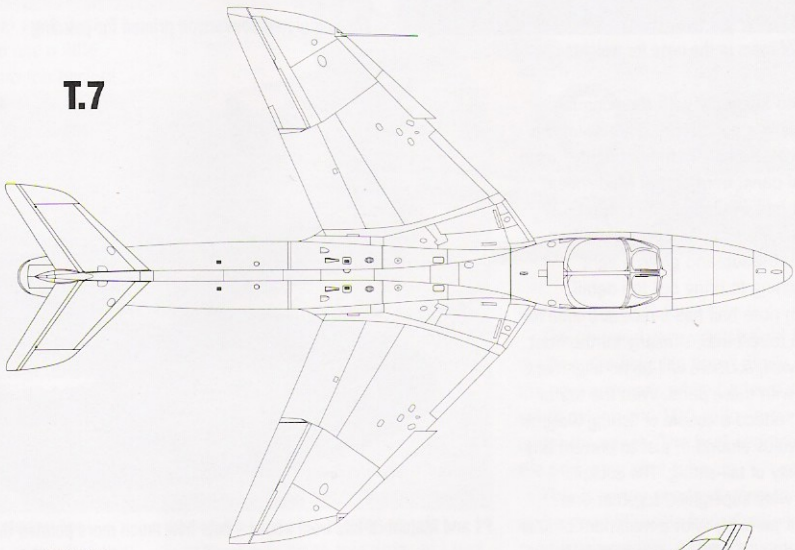

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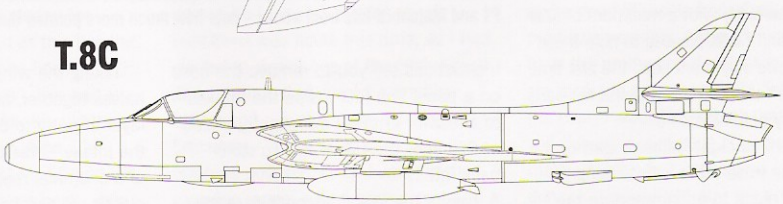
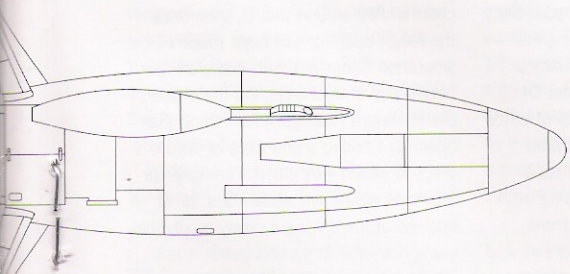


The T.8C carried the Royal Navy's TACAN radar fit. Note the arrestor hook for shore-based use only, and the Varley light fitted in the nosecone, which constitute the only external differences between the T.8 and the T.7



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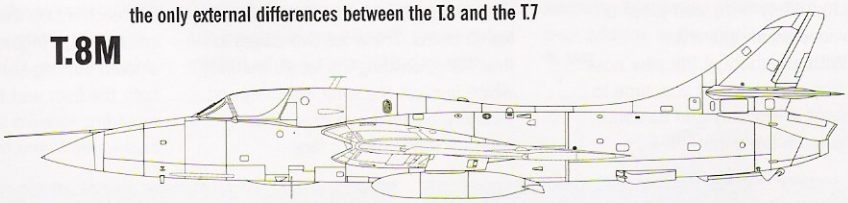

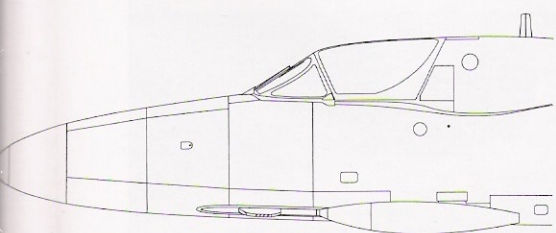

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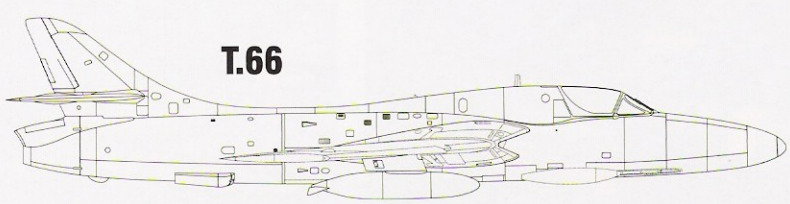

Hunter T.66 scrap view showing the additional port side cannon installation fitted to some export trainers

The T.66 was the basic export version of the trainer, based on the FGA.9 with the Avon 209 engine. Note the enlarged jetpipe. Minor differences in aerial and armament fit characterised aircraft supplied to different customers

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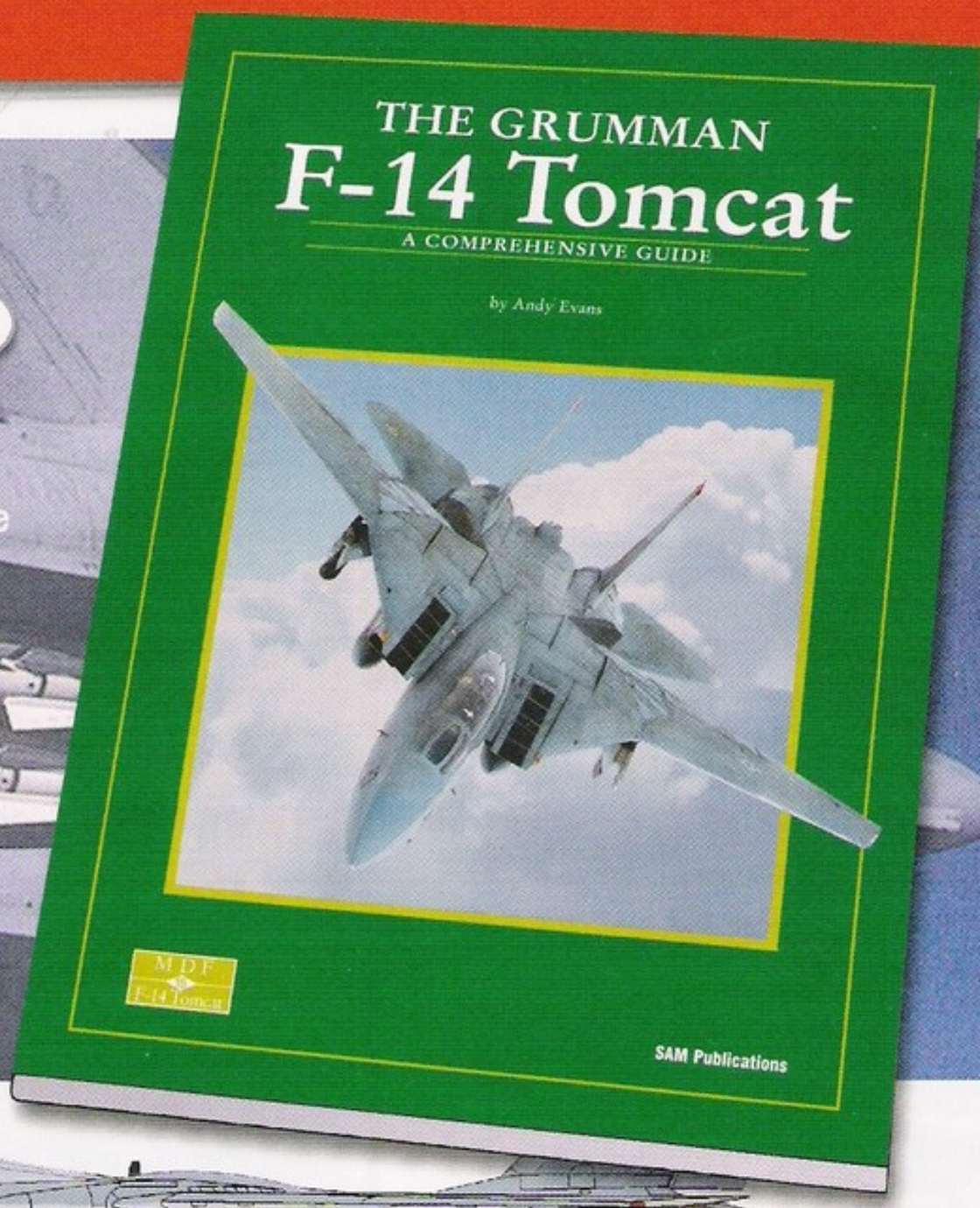


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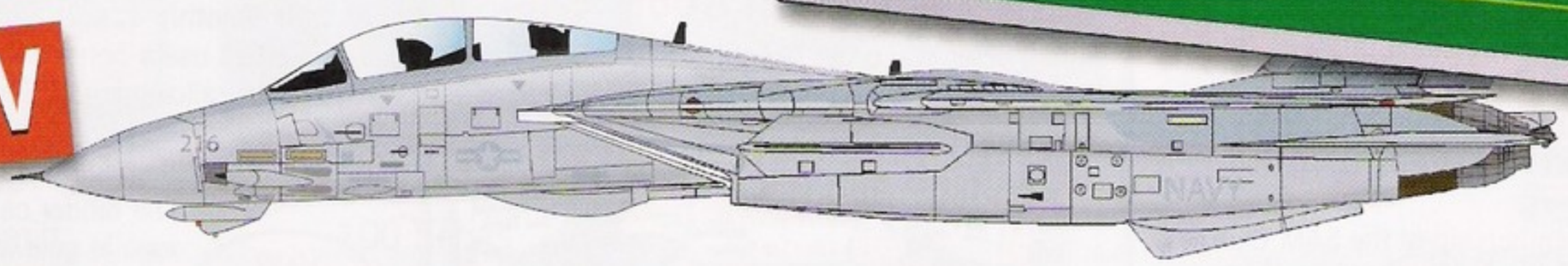

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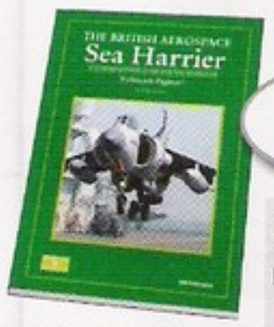

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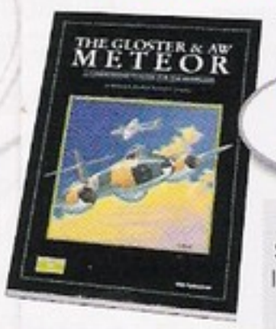

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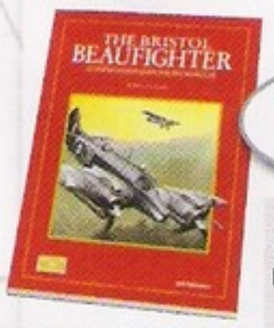

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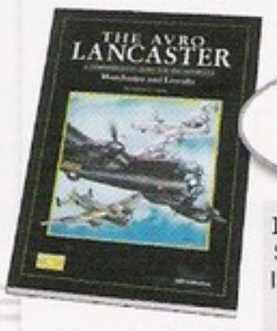

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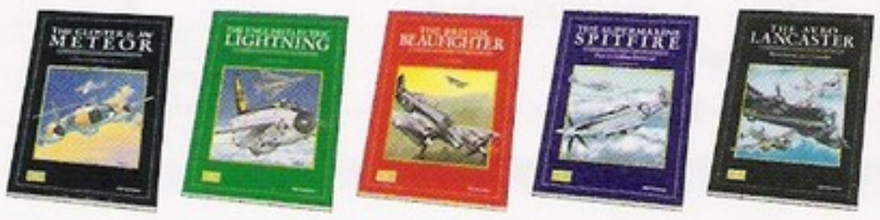

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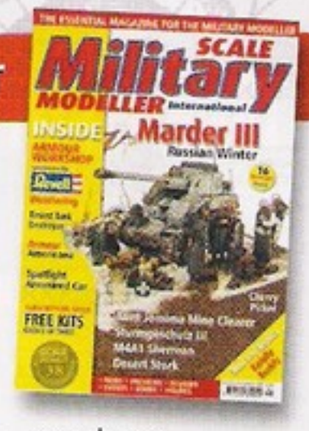


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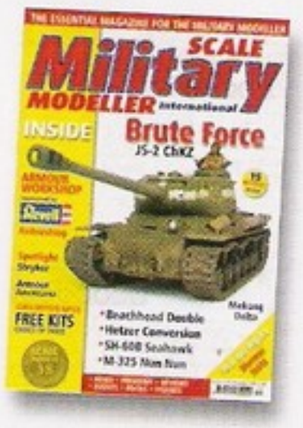


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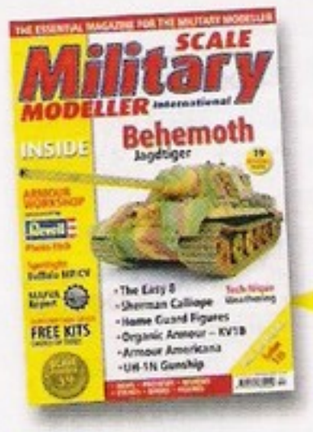


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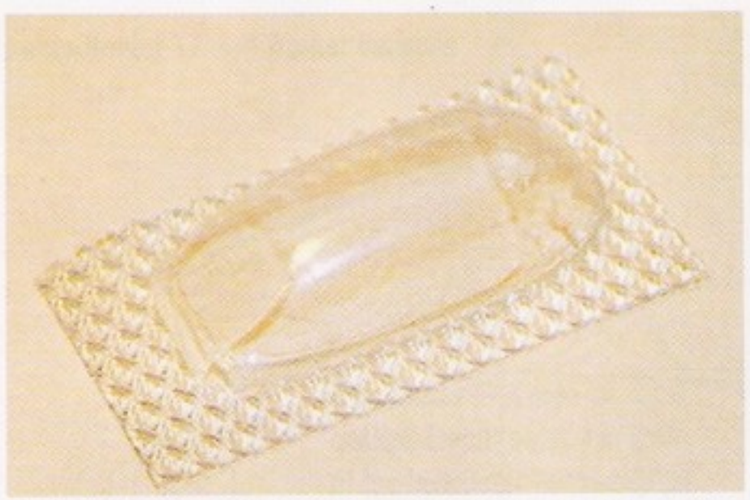
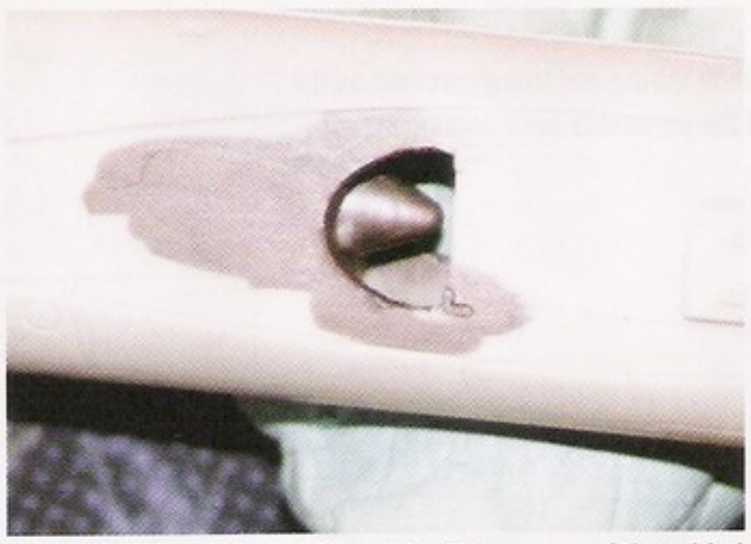


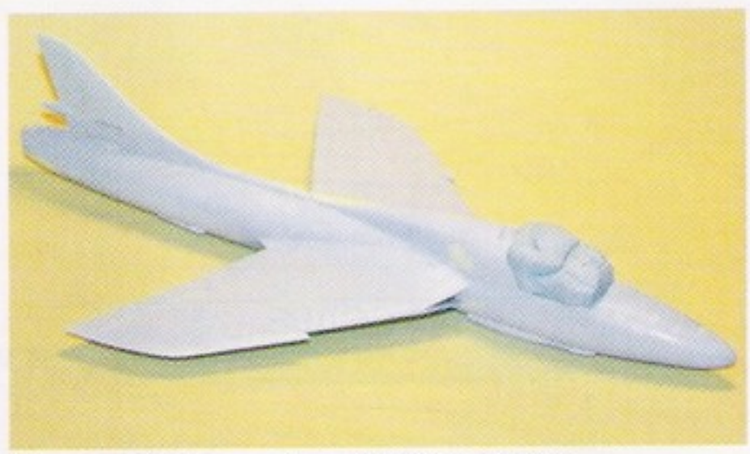
PJ provide a spare vacform canopy in case of little accidents



Removing part of the fuselage side allows some of the added engine detail to show

Creating the intake trunking was easy with some smoothed filler

Plenty of room in the nose for weights



The completed conversion primed for painting

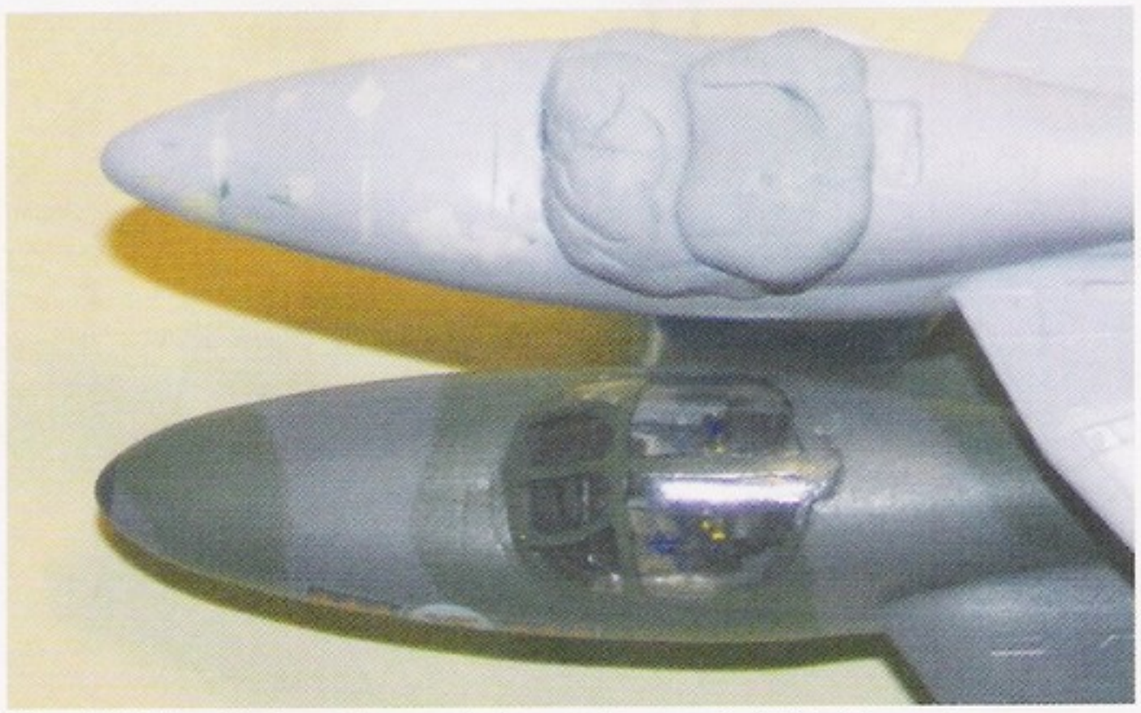
A side-view comparison of the PJ and Matchbox noses

moulded integrally with the coaming, and this is a good representation of the T.7 panel. Rather than painting it, I used a decal panel from an old Modeldecal sheet I had available. The control columns are nice; all parts were then fitted to the tub and given a light drybrushing to bring out the detail.

Each nose half has a recessed area for the tub to rest into, similarly for the front wheel well, so there will be no alignment issues with these parts. With the tub in place, I added a couple of fishing weights to the voids around it, just to prevent any possibility of tail-sitting. The cockpit halves were superglued together and these fit perfectly with a minimum of filler required and I was pleased to note these parts feature alignment pins, the first time I have seen this on resin aftermarket parts and a very helpful feature.

With the cockpit halves together, I added the nose cone – this being a separate piece to accommodate the optional Swiss T.68, which had ECM lumps, and for which an appropriately-festooned piece is provided as an alternate.

With assembly of the new nose section completed, it was time to commit irrevocably and do some surgery on the donor kit. PJ's instructions tell you to remove the nose on a panel line just inside the intakes – to allow for errors, I cut slightly ahead of this line, then was able to sand back later.



PJ and Matchbox kits from above - note how much more pointed the PJ nose is

One of the few shortcomings of the Revell Hunter is the complete lack of intake detail, however, I have a relatively easy fix that I have used on both my Revell builds. There are two stages to this: firstly, creating the intake trunking, which involves the wing assembly and secondly, creating a representation of the Avon's first compressor face.

Taking the wings first, I glued the halves together, and then spread a thin layer of putty to the roof and floor of the intake – this prevents the possibility of a chemical reaction attacking the plastic, as can happen if too thick a layer of putty is layered at once. Once that had dried, I added a lump of putty into each intake and using a damp cotton bud, I moulded this out to a smooth curving surface, blending into both the floor and roof of the trunk, extending forward to the intake lips and backwards to the front of the wheel well wall. The aim is to get a smooth, seamless transition from the intake lips to the side of the fuselage. Once this is dry, it can be painted a dirty white, the most common colour for Hunter intake trunking. *(why didn't I think of that back in Volume 8? – Editor)*

The second phase of this fix is to create a representation of the front of the engine. Although this will be scarcely visible on the completed model, it does add considerably to the realism should someone stick a penlight into your Hunter's nostrils, as it were!

On each fuselage half, there is a recess where the wings fit – some of this will be cut away. Just behind the L-shaped tabs that hold the rear end of the intake splitter plate in place, I marked a D-shape with a marker pen. Using a pin vice with a No.65 drill bit, I chain drilled around this D, then once the rough opening had been made I smoothed things out with a sharp knife blade, and a rat-tail file. On the inside of the starboard fuselage, just behind the opening, I added a short tab of plastic card, to which was glued a compressor face that was in my spares box. Most engines of the era were pretty much the same diameter and exact detail is not important, so anything that looks

Revell's snug-fitting main gear doors make fitting underwing serials easy

The main airframe painted and decaled

Nose art decals were custom made

remotely right will do – I think mine came from an old Airfix Phantom! It needed a little sanding to get it to fit, but the effect is just right.

With this stage done, I dry fit the wings to check on the fit of my newly-created intake trunking. A little adjustment either way, and a smooth transition can be made before gluing the wings firmly into place. Before that happens though, it is best to attach the nose section.

Mating the new nose to the fuselage showed an almost perfect fit – the remnant pour stubs for the nose halves are perfectly shaped to insert into the truncated Revell fuselage. Just a smidgeon of filler was required to blend the two, and the panel line was restored later in the build.

With the nose firmly in place, and the wings also attached, the last large lump of resin to affix is the aft canopy fairing and forward spine. Part of the kit's spine will need to be removed, and this is clearly marked on the instruction sheet. Once again, I cut a little ahead of the advised cut line so I could sand back for an exact fit. I did have to use a little filler to blend the front into the back of the cockpit section, but that was entirely my fault – a little overzealous and uneven sanding of the pour stub at the front of the spine.

I have to say that the quality of the castings is very good with this set. The parts fit very well, and they are all cast very cleanly with thought given to the size and shape of the pour stubs.

Turning to the back end, there is a choice for the modeller, depending on the variant they wish to model, and this also affects the donor kit that the modeller will need to acquire. If the modeller wishes to build a two-seater with an Avon 200 engine – mostly export aircraft – then the tail cone included in the FGA.9 kit will be needed as this has the necessary brake parachute housing already moulded in place – this part is not included in the F.6 kit. Should the modeller wish to build an Avon 100-equipped T-bird – the RAF's T.7 and RN T.8s being the obvious ones here - then either the F.6 or FGA.9 kit can be used. In this case, the kit's tailcone is replaced by a very nice resin tailcone that accurately features the smaller diameter tailcone of the Avon 100, with the brake parachute housing that featured on all two-seat Hunters.

The new tailcone is an excellent fit, needing just a dab of filler to blend it in place. The forward fairings for the brake parachute housing are provided in very thin resin, but these needed some trimming to get them to fit properly.

The canopy I received with the test shot was not the final version, which was just as well as it did not fit particularly well! After much frustration and a botched attempt at fairing it in, I elected to separate the windscreen and canopy and pose it open. I had to do a lot of trimming to get the windscreen to fit, but the end result isn't too bad – considering my general ham-fistedness when it comes to vacform canopies. I added a piece of red-painted plastic rod to represent the canopy support strut that can often be seen in photos of two-seaters on the ground. I am assured by Philippe that the canopy for the production sets will be better fitting.

With the airframe complete, I gave the model a good scrub, then a coat of primer. The inevitable clean-up of blemishes was acute this time, as I had elected to depict one of the High Speed Silver T-birds that graced a frontline fighter unit – in this case, 74 'Tiger' Squadron – and I wanted as smooth a finish as possible. Once I was satisfied, I gave the model a final primer coat and a light polishing.

Actual painting began with some Golden Yellow stripes on the wings and just forward of the tail, and these were masked off to a scale 30 inches wide. Over this, I gave the model two coats of Testors Metalizer Non-Buffing Aluminum, which give a durable and not too shiny finish, which looks just right in this scale. The masking was removed and the model was given a coat of Future prior to decaling.

The 74 Squadron aircraft that I had chosen, XL620, is not one of the conversion set's decal options but it was easy enough to find the required decals in my spares box - some Modeldecal numbers and letters, Xtradecal roundels, and homemade decals for the squadron's tiger head and tiger stripes on the nose. Note that '620 is one of the few regular service Hunters to appear with a sloped fin flash. Once applied, the decals were sealed in with another coat of Future.

The undercarriage was straight from the box, the nose leg fitting nicely into the new nose bay, while I added a single set of pylons and 100-gallon drop tanks under the wings. The final addition was the port wing pitot tube.

This is a very good set, easy to use and a good fit, aside from the non-production canopy. Although I didn't have the production decals, the options are nice and having used PJ decals in the past, I would anticipate that they will be very easy to use. This set would make an ideal first conversion – the donor kit is excellent and the engineering of the conversion makes it child's play. The result is one of the most aesthetically-pleasing trainers ever, and a great addition to the display case.

● SAMI

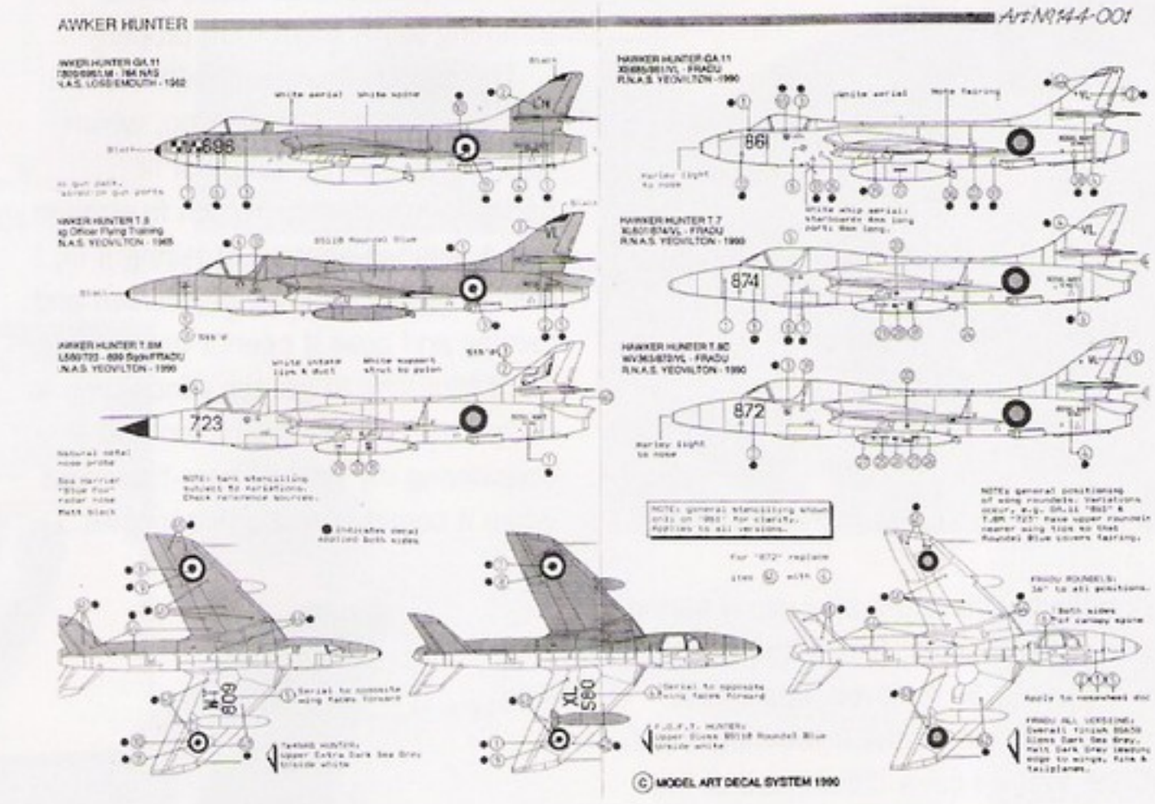
# Building the Twin-Seater

Twin-seat Hunters have not been well represented in model form, and most product that has become available has involved a degree of conversion work. Accessories and details for the single-seater, naturally, have been plentiful, and not difficult to source, so in the interests of clarity this section has omitted generic pieces such as seats and undercarriage parts, focussing instead entirely on those specific items necessary to model the trainer. To this end we have included those kits recommended for available conversion sets.

Welsh Models released a vacform in 1/144, and this is currently unlisted, although a resin conversion for the Revell kit is due soon from Whirlybird, so small-scale modellers will at last have something to add those Modelart FRADU decals too. In 1/72 the Matchbox kit – also out of production – offers a T.7 in injection moulded plastic, and while this is not hard to find on the second hand market, at prices around the £10.00 mark, it does require a lot of work to bring up to scratch, and the PJ conversion set will offer a far better result for far less work when employed with a Revell kit.

1/48 saw an Aeroclub T.7 released some years ago. This was a complete multi-media kit, and the company also released a conversion set for the Academy Hunter, as did Invicta Resins. Neither of these are currently listed as available.

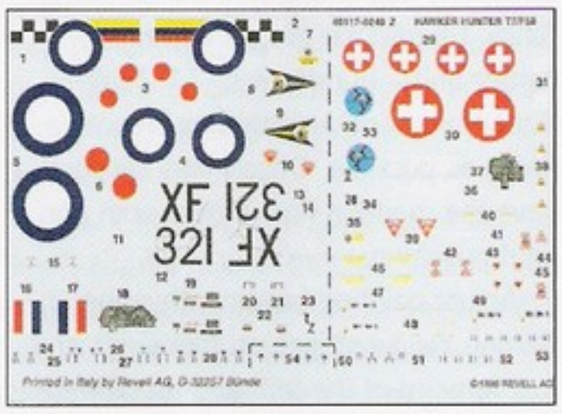
Finally, in 1/32, Fisher Model and pattern have announced a conversion set for the Revell kit, although no further details are available.

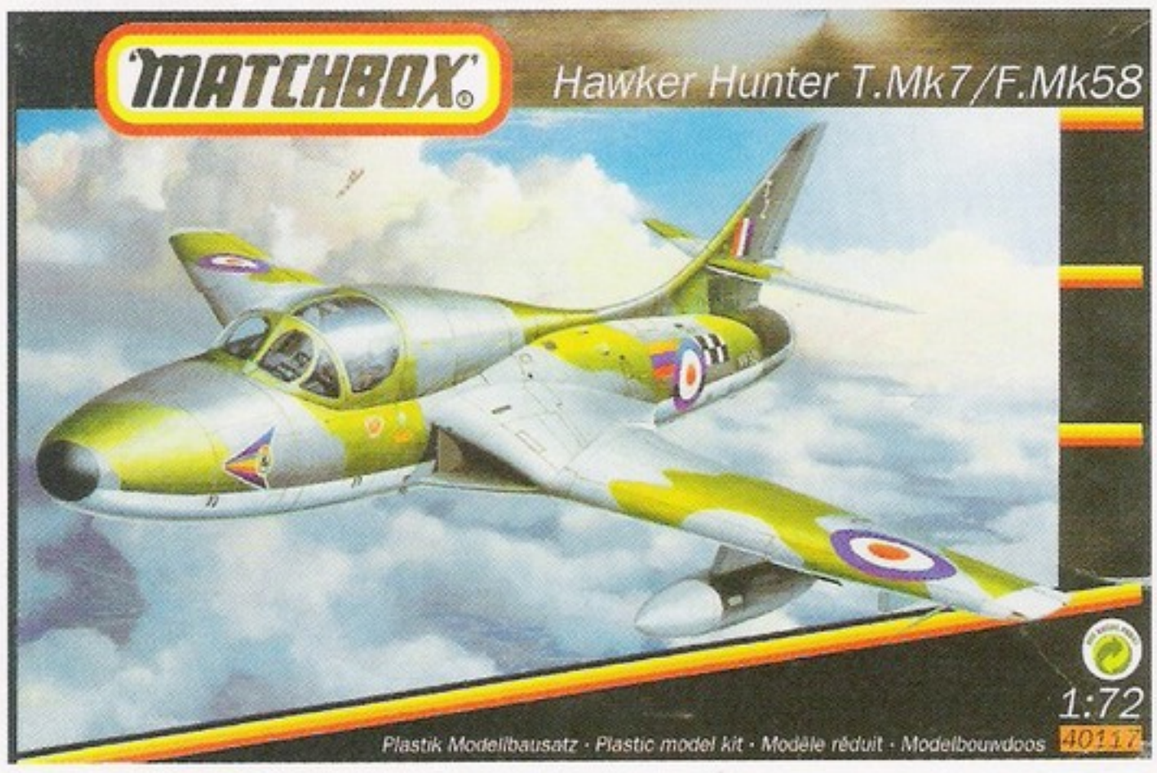


## Kits

(Currently available single-seater kits suitable for conversion)

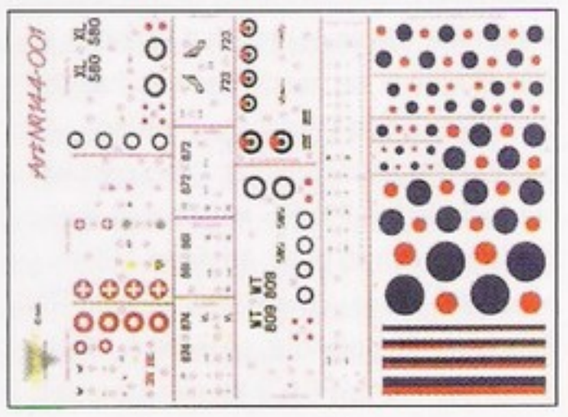
- Academy 2169 1/48 Hawker Hunter FGA.9 £14.67
- Aeroclub K422 1/48 Hawker Hunter T.7 OOP
- Matchbox PK117 1/72 Hawker Hunter T.7/F.6 OOP
- Revell 04039 1/144 Hawker Hunter FGA.9 £3.42
- Revell 04186 1/:72 Hawker Hunter FGA.9/Mk.58 £10.99
- Revell 04350 1/:72 Hawker Hunter F Mk 6 £9.99
- Revell 04703 1/:32 Hawker Hunter FGA Mk 9/F.58 £29.35

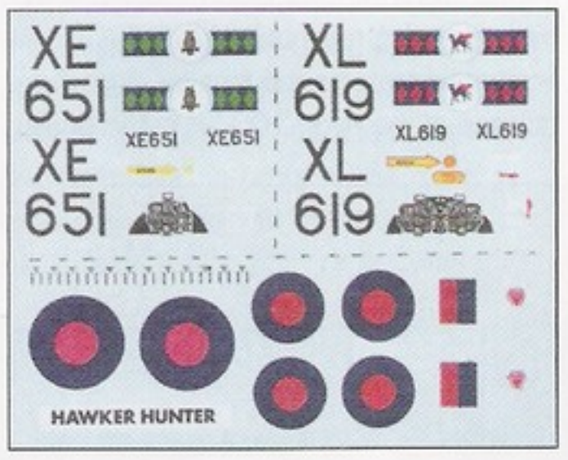


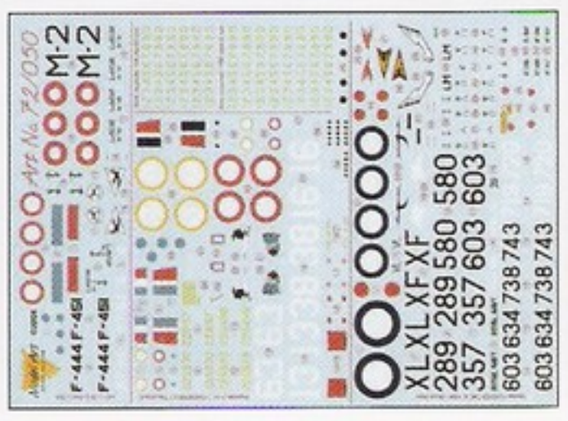


## Decals

British naval Hunters have received some attention of late, but otherwise the cupboard is comparatively bare. Several items from Dutch and ADS seem to be out of print, while the legendary Modelart's 1/144 sheet can occasionally be picked up second hand. Fortunately most trainer markings can be made up from the spares box, as little in the way of extraordinary decoration has been common in service.



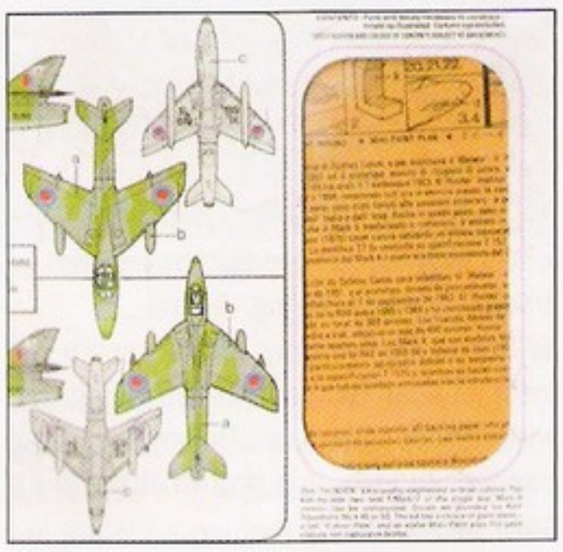




- ADS Decals 1/48 003-48 Hawker Hunter Part 2 OOP
- ADS Decals 1/72 003-72 Hawker Hunter Part 2 OOP
- Dutch Decals 1/32 32004 Hawker Hunter OOP
- Dutch Decals 1/48 48023 Hawker Hunter OOP
- Dutch Decals 1/72 72039 Hawker Hunter OOP
- Model Art 1/72 MA7250 Hunter T.8C & T.8M £6.36
- Model Art 1/144 MA144001 Hawker Hunter OOP
- Model Alliance 48136 1/48 Senior Service £12.72
- Model Alliance 72136 1/72 Senior Service Hunters £8.80
- Modeldecal MD028 1/72 includes Hunter T.7 OOP

## Accessories

PJ's new set has really opened the door for the type. Hopefully more will follow in other scales.

- Aeroclub K831 1/48 two-seat conversion for Academy kit OOP
- Aeroclub C024 1/72 Vacform canopy for Matchbox kit £1.20
- PJ Productions 1/72 721207 Hunter T.7/T.8/T.68 conversion for Revell kit £18.50
- Whirlybird WBA 4401 1/144 Hunter two-seat conversion £7.99



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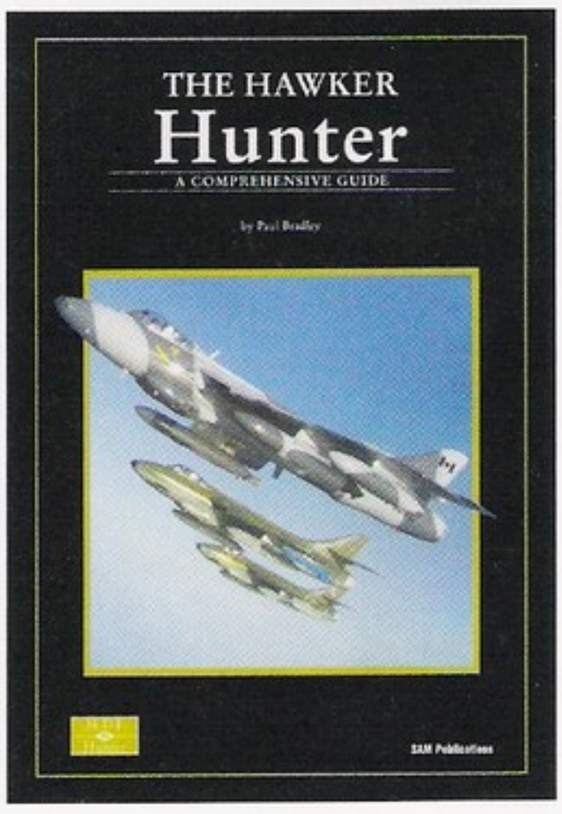

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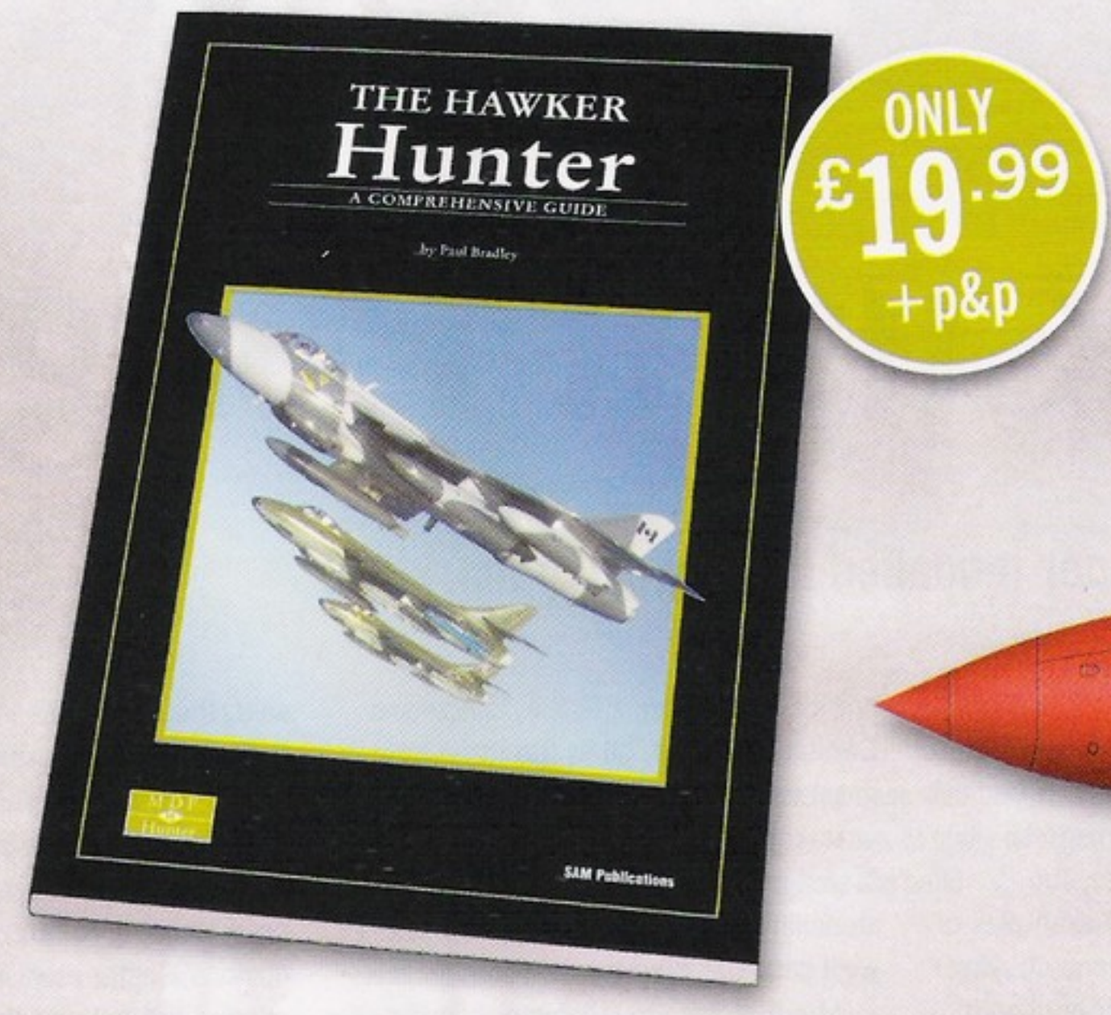


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## Kinetic's NATO Viper modelled in Norwegian markings

**By Peter Marshall**

This really is a striking kit. You open the box to find it stuffed full of plastic. I make it twenty-one sprues, the majority being stores, some examples of which I have spent good money buying in resin. I won't list them all here as it would take up too much space and you can find it elsewhere, but there's enough stuff to load up several kits. There is a large sixteen-page A4 instruction sheet, which is generally very clear and calls out aircraft differences and detail painting throughout the build. Paint numbers are for the Mr Color range and there's a full colour A3 sheet for the decal placement. The four decal options are for Norwegian, Belgian, Dutch and Danish F-16AMs, all in the three-tone grey except for the Norwegian, which is overall grey and there's another (slightly larger) sheet for all the weapon stencilling. They look a bit glossy but we'll see later how they behave.

Much of the aircraft history on the instructions appears to have been taken from www.f-16.net, which I can recommend a look at. Any resource to help clarify the alphabet soup that surrounds the F-16 (MLU, MSIP, OCU, ADF etc.) and the many blocks and sub-blocks is welcome. When you factor in all the country-specific modifications as well I have to say the F-16 is becoming a hard plane to model accurately... that said, there are options galore throughout the kit, some not used, so we can expect a few more variants yet.

There are some quite large ejector pins, mostly out of sight but some will need cleaning up and there are some obvious ejector marks on the leading edge of the tail and the underside of the flaps, which will be very obvious if not dealt with. Overall there's an odd combination of very delicate detail and oversized sprue gates and moulding marks where you don't want them. Many of the parts are thick but nicely detailed and give the general impression of a sort of hi-tech limited-run kit.

**TECHNICAL DATA**

**F-16A MLU Block 15 NATO Viper**

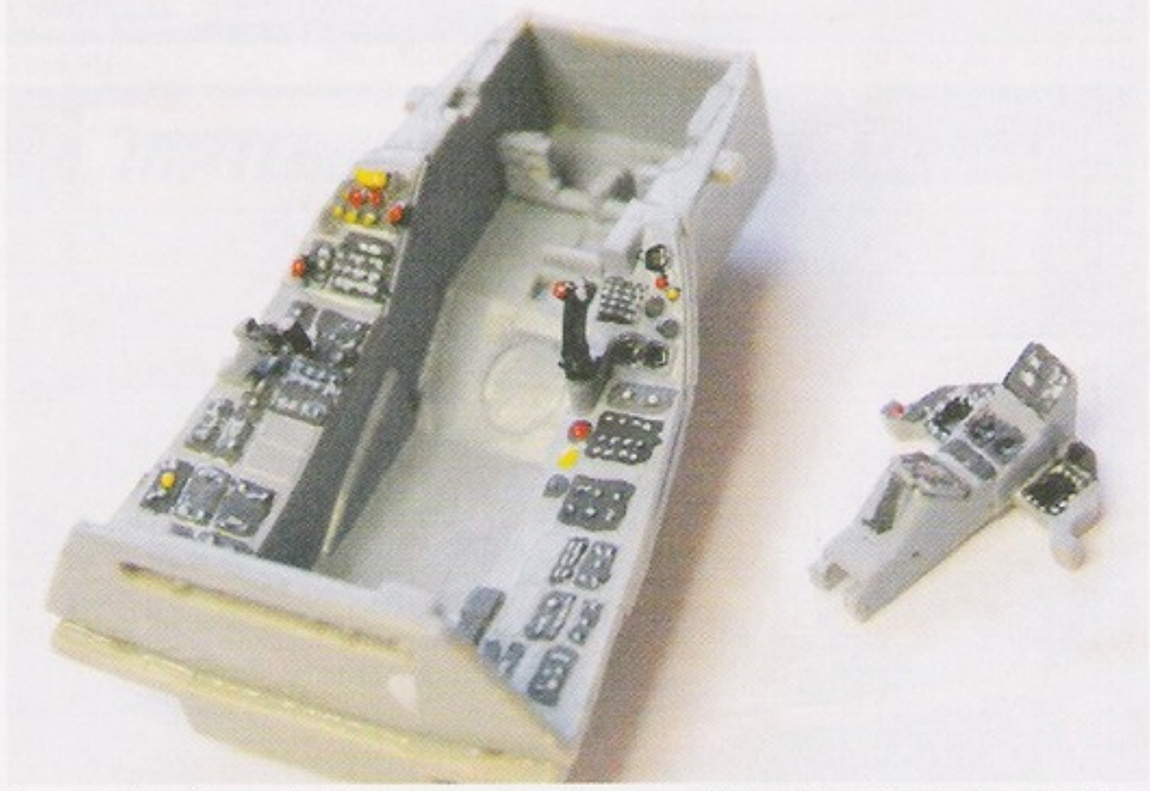
| |
|---|
| Scale: 1/48 |
| Price: £15.82 |
| Kit No: 48002 |
| Type: Injection Moulded Plastic |
| Injection Moulded Plastic |
| Manufacturer: Kinetic |
| Available from LuckyModel.com |

### Construction

Construction starts with the cockpit but you can parallel-build the air intake/nosewheel assembly and the mainwheel bay. The instructions would have you do the intake section later, but I did it now as I felt it made it easier to fit, while having access to the inside meant you could get more leverage on the parts. The mainwheel bay is the best detailed of any 1/48 F-16 I've built so far, and just needs some plumbing to be really good. The cockpit is adequate, and the separate side panels should make it easy to do other versions, but the main instrument panel is a little soft and lacking in detail.

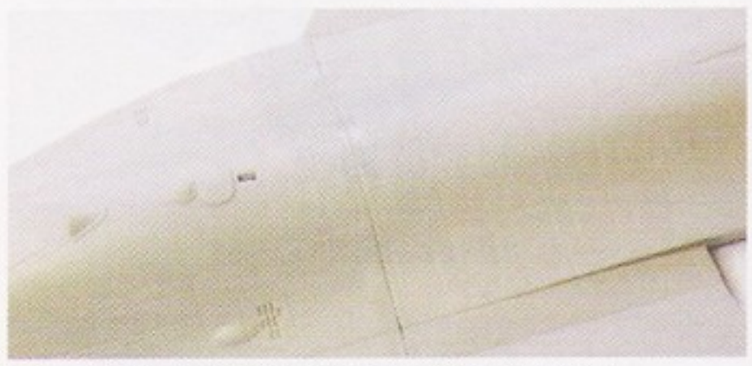
The top half of the fuselage is made up of two parts, a cockpit-specific front part and a rear section, obviously to let Kinetic use a standard rear fuselage. To be honest I think this is asking for trouble, and when you see how much stuff they've included with this kit I can't see that doing two different fuselage tops would have been that much more expensive, and you need a really good fit to avoid an obvious join in a prominent area. With some dry fitting and fiddling I got them joined as best I could, then with the cockpit and mainwheel well/intake section in place the fuselage halves were joined. The fit is really good and the soft plastic glues well and sands down easily when required.

The vertical tail construction is quite involved, eleven pieces in the case of the one I was using, but fit is good and there's a very positive location onto the upper fuselage. I'm a little concerned



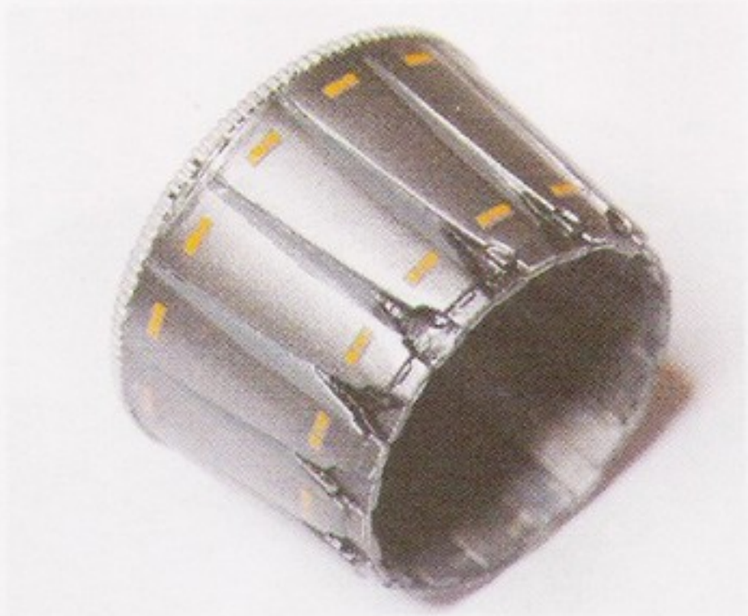
The parts breakdown – including separate sidewalls – will simplify tooling further variants

Kinetic have made a very nice job of the exhaust

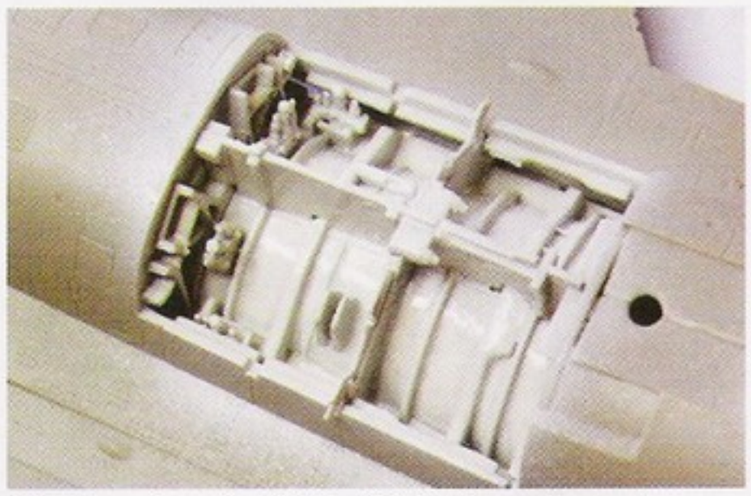


Just a slight gap visible at the upper fuselage joint

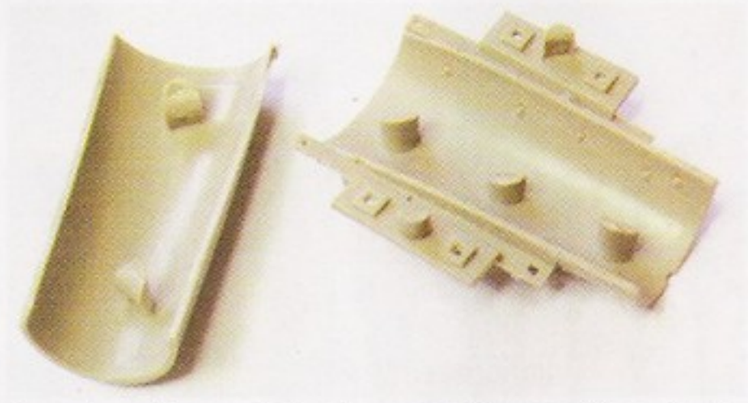
Intake trunking assembly under construction



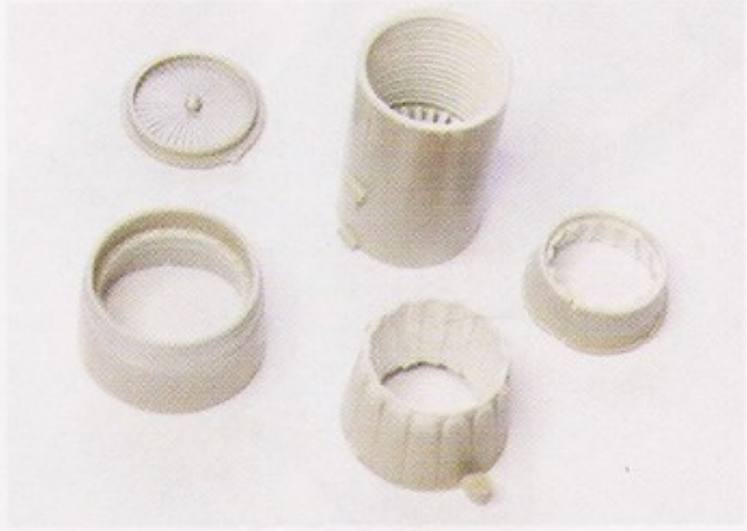
There are plenty of warning stencils to apply, but care and attention pay off with a neat result



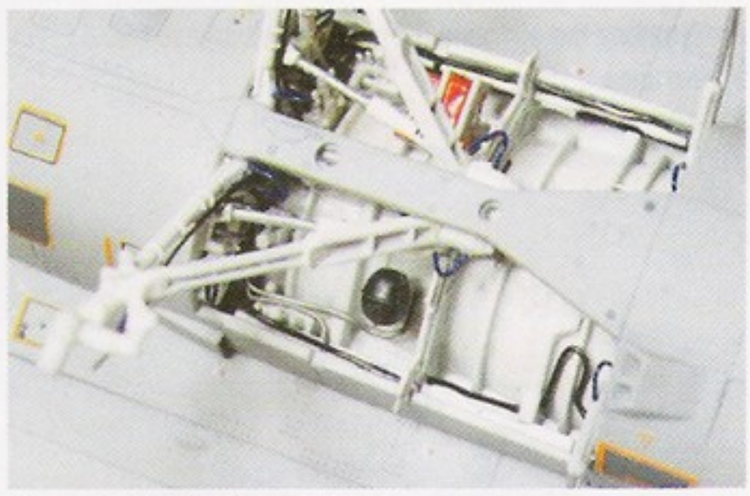
A lot of excellent detail is included in the main gear bay



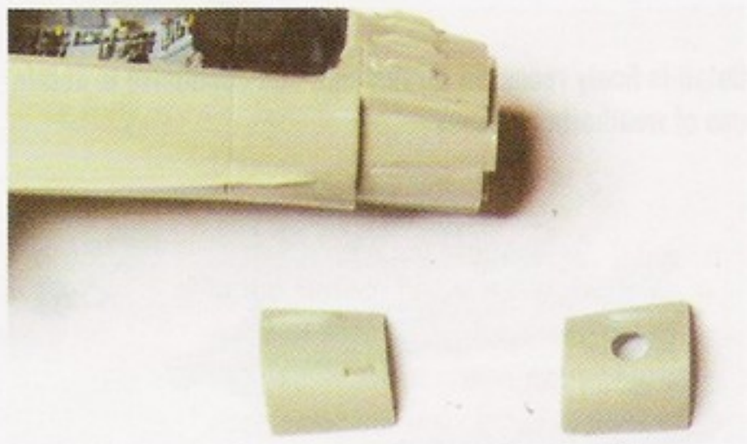
A number of heavy ejector pins needed removal throughout the build



The five-part assembly for the jet pipe makes up into an excellent representation



The completed main gear bay



Alternative nose side panels are provided for the different variants – one of many decisions that need to be taken throughout the build

that the lower section is a bit broad on its top edge, and while the way Kinetic have chosen to split the tail does give a very sharp leading edge, I found I needed to sand down the mating surfaces to avoid a step (and those ejector marks). You also need to have chosen which of the three options you're going to use by this stage; I had decided to go with the Norwegian, purely because I get bored with the three-tone grey scheme most operators use and at least the Norwegian scheme is slightly different. Plus you get to use the Penguins!

At this point I decided to deal with the static dischargers, as I knew I would have to at some point. It's a bold attempt to have them moulded as part of the airframe, even to the extent of representing the 'stepped' effect, but they are depicted central to the trailing edge of the wings and tailplane whereas on the real thing those on the wing are top mounted, the tail ones on the top of the port tailplane and on the bottom of the starboard, and on alternate sides on the rudder (this last one Kinetic did get right). They are over scale, which I fear is inevitable in 1/48, plus I was always going to lose at least a couple during the build so they had to go. I cut them off and sanded off those stubs moulded in the wrong place. We'll fit replacements nearer the end.

Having fitted the appropriate nose side panels, underside strakes, a few scoops and aerials, the lower rear fuselage and the rear fuselage/engine, it was nearly time for paint, and I just needed to tack the canopy in place, to mask the cockpit, and fit the wing control surfaces. The flaps were attached drooped as they seem to appear

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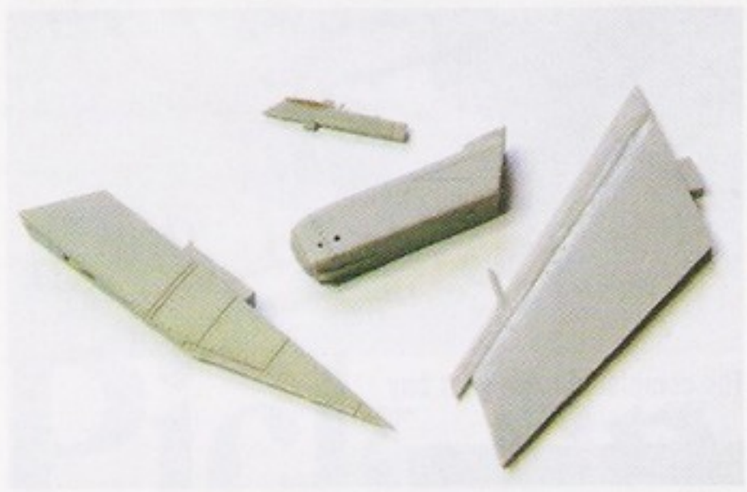
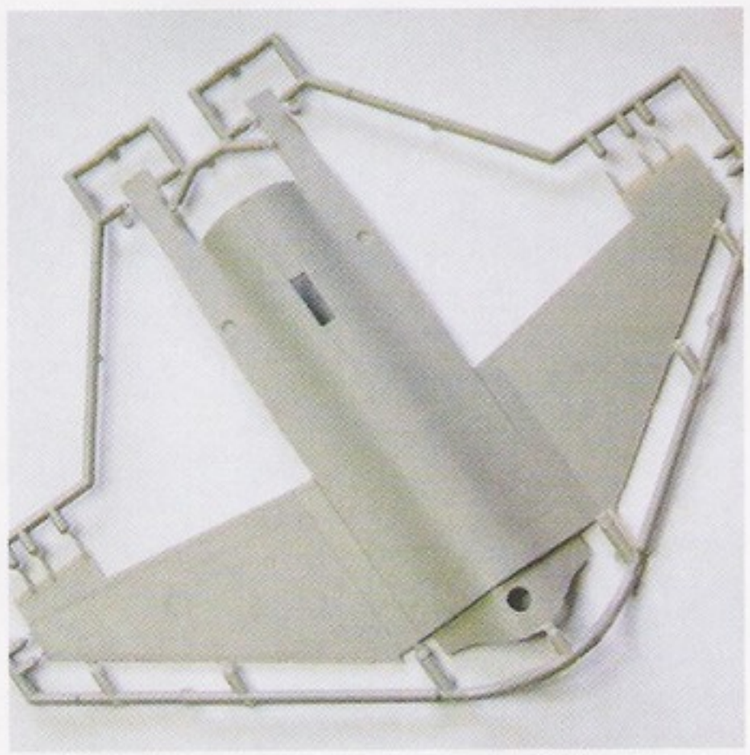
Pre-shading the airframe livens up an otherwise bland appearance



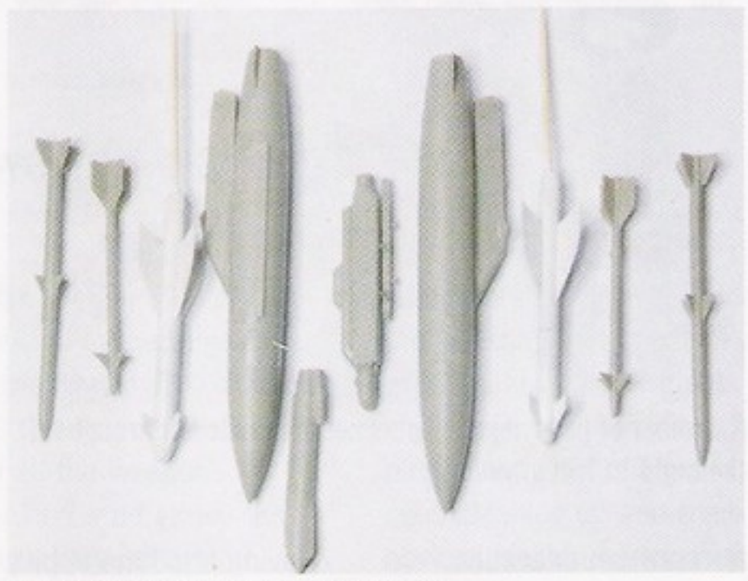
Detail is finely recessed throughout, and conducive to subtle use of weathering washes

Decals for the weapons makes a significant difference to the finished model

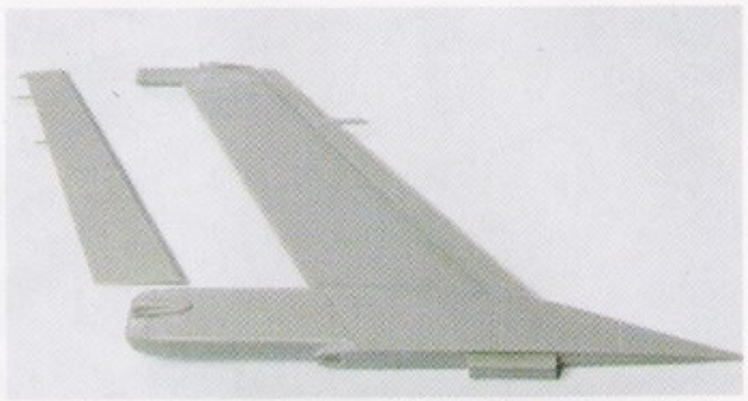
A choice of countermeasures pods is provided



The upper fuselage rear. The part is tooled to allow further options, which does leave a prominent joint on the upper fuselage, over which considerable care must be taken

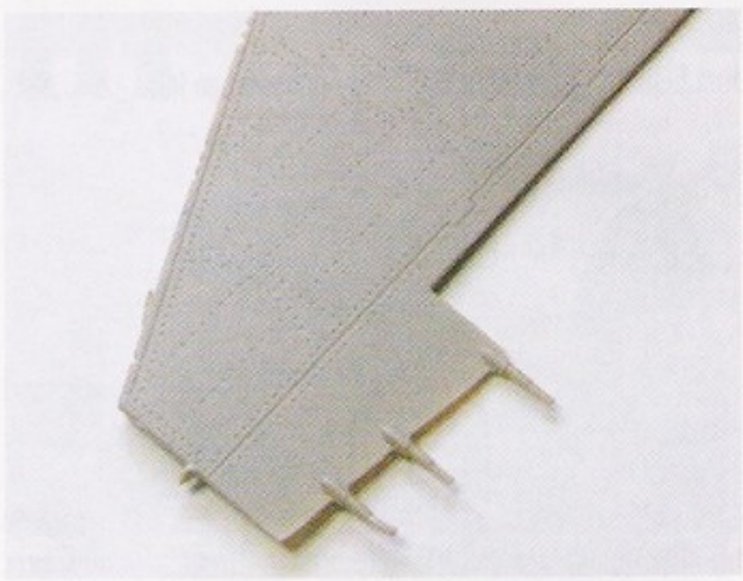


The weapons load ready for painting



The nicely designed tail assembly featuring parts specific to the Norwegian aircraft

The full ordnance load painted and decalled



Static dischargers, like moulded-on blade aerials, rarely survive a determined build, so may as well be removed at the start

quite often on parked aircraft, and the leading edge slats were installed slightly 'nose-up,' also as per references. The canopy has the inevitable fine line down the centre, which was sanded and polished away as much as possible, a dip in Klear providing the final touch.

With the canopy masked and fitted, and the ID light, wheel wells and intake masked, we move to the paintshop.

## Colour and Markings

It may only be one shade of grey, and the pictures I've seen show these aircraft to be very clean, but it would be very dull if it were all one flat tone so the panel lines were pre-shaded with black to provide a little interest. The whole aircraft was painted Xtracolor X136, Light Compass Grey, in stages, not forgetting all the parts still to be attached: pylons, tanks, missiles, undercarriage doors, rudder, and intake mouth. I had left the intake mouth and the nosecone off at this stage, as dry fitting had convinced me these could go on at the end, meaning less masking.

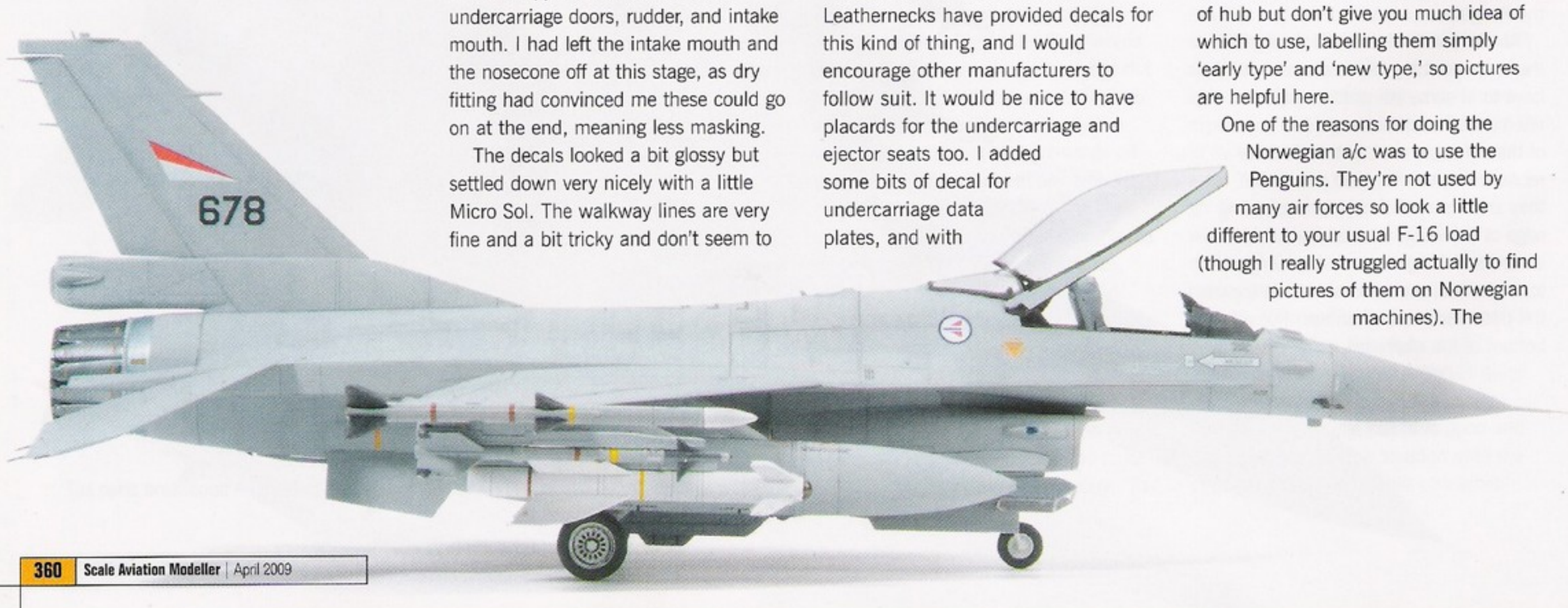
The decals looked a bit glossy but settled down very nicely with a little Micro Sol. The walkway lines are very fine and a bit tricky and don't seem to be quite the right lengths in some cases but I would congratulate Kinetic on the decal placement instructions showing panel lines that actually match the kit, which makes for a pleasant change.

I would have liked decals for the chaff/flare options. The engraved representations or blanking plates are a nice touch but some idea of colour for the chaff/flares would have been helpful. IsraDecals and Flying Leathernecks have provided decals for this kind of thing, and I would encourage other manufacturers to follow suit. It would be nice to have placards for the undercarriage and ejector seats too. I added some bits of decal for undercarriage data plates, and with a coat of semi-matt overall it was into the stage of final assembly.

## Adding the Extras

The undercarriage was fitted, with some fairly generic plumbing added for a little interest. The framing for the canopy was painted a satin black, the canopy masking removed and the rest of the clear parts fitted. The wheels are interesting, as Kinetic provide two types of hub but don't give you much idea of which to use, labelling them simply 'early type' and 'new type,' so pictures are helpful here.

One of the reasons for doing the Norwegian a/c was to use the Penguins. They're not used by many air forces so look a little different to your usual F-16 load (though I really struggled actually to find pictures of them on Norwegian machines). The



instructions would have you paint them the same grey as the aircraft, but I've only found pictures of white ones and I thought the contrast with the grey would add a little something.

The large tanks are unusual in being made up of four parts, and I've never seen a kit give you separate nose cones for fuel tanks but it worked well, and the option for the deep or shallow AN/ALQ-131 was equally effective. I went for the deep one on the centreline as I had a picture showing this, which just left the outer two hard points. I went with AIM-120Bs on the wingtips and AIM-9Ms on the next one in, just to use different rails, although there are sufficient of each type to have them all the same should you so wish. The decals provided for the weapons are a nice touch. It's good to see this becoming more the norm than the exception as it really makes a difference to the end result.

So with all the ordnance installed the last few parts to fit include the seat, the canopy and the exhaust. The seat isn't bad but does need some belts really, and it wouldn't hurt to stick a resin seat in instead. I'm pleased to see some internal structure on the canopy. I've bemoaned the lack of this on other kits before and while there's not a lot of detail, and I felt the need to add a couple of handles at least, it doesn't look as anaemic as it would without. The exhaust as supplied is one of the better efforts I've seen out of the box. While the detail is a bit clunky, at least a stab has been made at representing the divergent/convergent detail. It may not be 100% correct, but it looks suitably busy, though with forty-five decals to apply it does take a bit longer to prepare than usual.

## Conclusion

Personally I like this kit. I think it's well detailed, the quantity of weapons is a real bonus and it went together well with no real fit issues. There are some odd aspects to it – some outsized ejector pins, some parts feel quite crude compared to others requiring a little more clean-up than you might expect in a modern release, and there's some slight inconsistency in the surface finish and panel lines in some places. There has been some discussion about shape issues in the nose area, but obviously I'm not a pure enough modeller to consider this a problem and I'm not so familiar with the F-16 that seeing this model in isolation I would have noticed. As far as I'm concerned it's a nice looking, fairly easy building, well priced kit and I'm looking forward to all the many, many, variants Kinetic have planned.

● SAMI

BY STEVE PALMER

# American Patrol

## Clara Adams

First off, this writer would like to acknowledge Dan Grossman out in sunny California for being the inspiration for this month's column. Dan is a collector of old photo postcards among other things and he has generously allowed me to use images of postcards from his website, Airships: A Zeppelin History Site (http://www.airships.net).

Dan has devoted a page to a renowned but largely unknown air traveler and passenger that the International Airline Passengers Association (IAPA) would be thrilled to have as a member had they been around 70 years ago. That person would be Mrs. Clara Adams (née Grabau), who was born in Cincinnati, Ohio in 1884. Miss Grabau's father was a Professor of Music at the Leipzig Conservatory of Music, where daughter Clara received her schooling. We can presume that she received voice training because one biography on record indicates that she was a member of a group known as the 'Jolly Troubadours.'

Miss Grabau's family was pretty well connected in German society; her paternal grandmother was Augusta von Hindenburg, a distant relative of Field Marshall (later Chancellor) Paul von Hindenburg and her mother apparently lived next to Count Ferdinand von Zeppelin in Baden-Baden at some point. It is pretty safe to say that Clara was fluent in German.

It could not be determined exactly when Miss Grabau married but her husband owned a large tannery in Pennsylvania and was named Adams. The couple were prominent in Philadelphia society and money was never an issue. Sometime before the late 1920s, Mr. Adams passed away leaving a wealthy and adventurous widow.

Dr. Hugo Eckner clasps the arm of Clara Adams. Frau Eckner is the lady in the fur coat, 3 November 1928 (image via Dan Grossman)

We know that Mrs. Adams was adventurous because she had already been a passenger in two airplanes by the time she was about 32 years of age. Her first ride in an airplane was a flight to an altitude of 700 feet in a Thomas flying boat in Florida in 1914. Three years later, she went aloft with Lt. Marjorie Stinson of the US Army Aviation Corps.

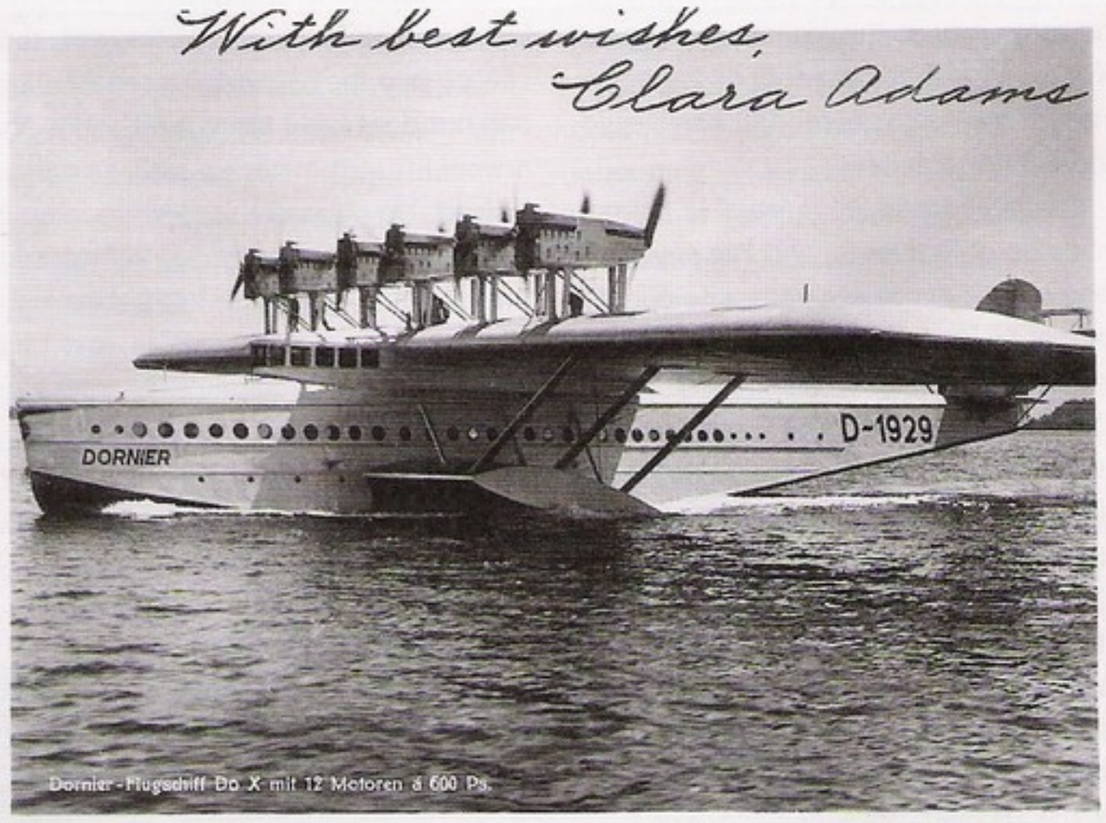
This is what appears to be a program or handout from one of the lectures that Clara Adams gave during her travels (http://www.johannes-palmer.de)

Lt. Stinson attained an altitude of 1,000 feet during the flight over San Antonio, Texas.

Mrs. Adams was hooked on flying. We shall probably never know why she did not become a pilot herself. Considering that some of her flights had their hair-raising moments, she probably was what the US Navy calls 'aeronautically adaptable.'

In 1924, Clara used her German connections to pay a visit to Dr. Hugo Eckner of Zeppelin fame. Field Marshall Hindenburg provided her with a letter of introduction to Dr. Eckner, and they became lifelong friends. Mrs. Adams' first flight on an airship was as a guest of Dr. Eckner when she flew aboard the

In this photo, Mrs. Adams stands in front of the LZ-127 Graf Zeppelin (image via Dan Grossman)



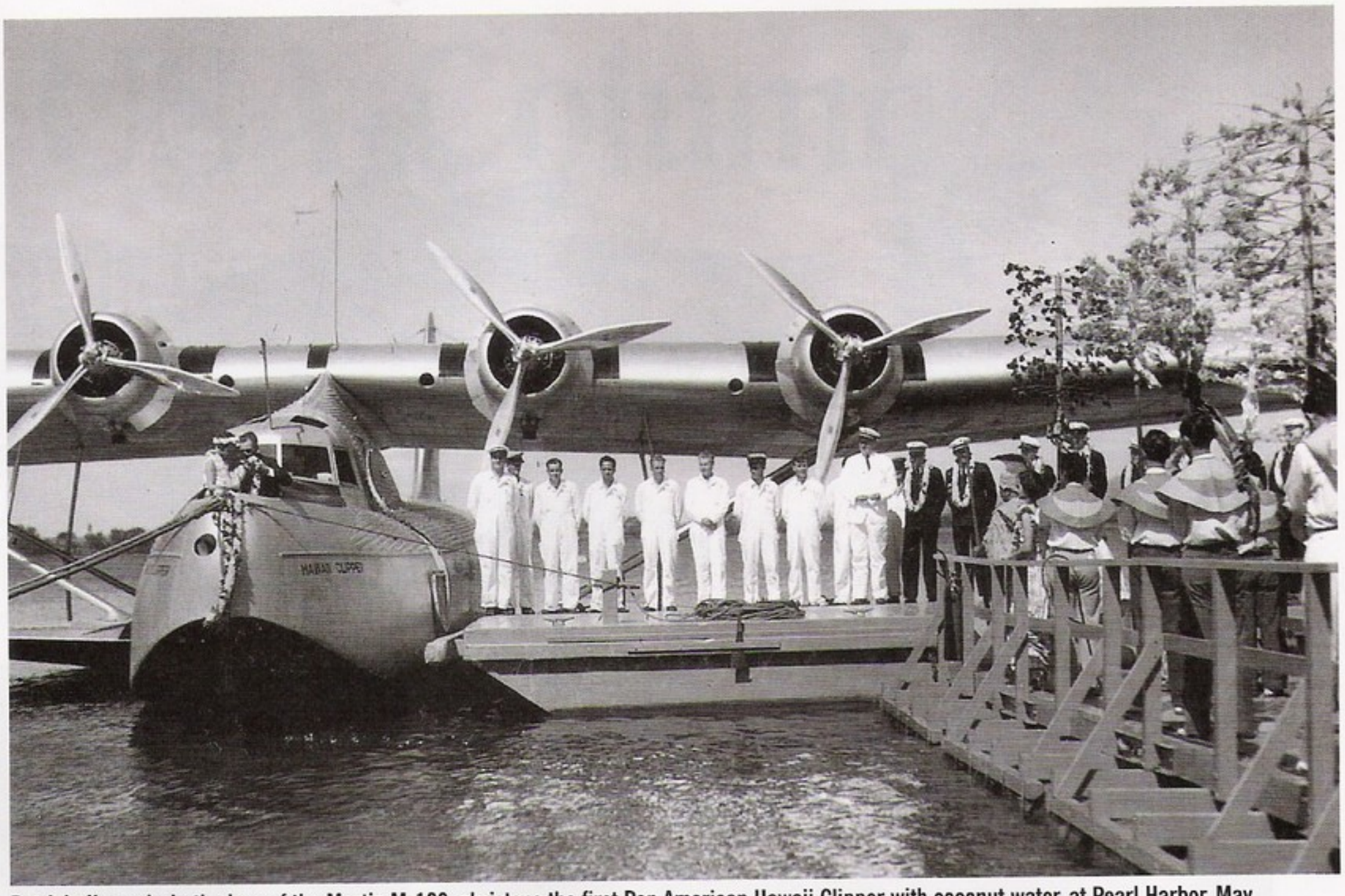

This is a signed postcard from Clara Adams showing the Dornier Do X, on which she was the sole female passenger on its flight from Rio de Janiero to the United States (image via Dan Grossman)

Zeppelin ARIII on a test flight. The ARIII was later flown to the U.S. and commissioned as the Los Angeles. While visiting Friedrichshafen, she met Professor Claudius Dornier, whose company was hard at work on the massive Dornier X flying boat.

Four years later, Mrs. Adams purchased a ticket to fly aboard the LZ-127 *Graf Zeppelin* on its first trip from Germany to the United States. Adding to a growing string of 'firsts,' she was the first woman to fly across the Atlantic Ocean and she was the sole female passenger aboard 'the Graf' on its first trip to America. During later trips on the *Graf Zeppelin*, she would befriend the ebullient Lady Grace Drummond-Hay, who like Clara was an inveterate traveller.

After arriving back in the States, she applied to President Hoover for credentials to fly the British dirigible R-101 from the UK to the United States at some point in the future, but the R-101 was destroyed in a tragic crash in France on its maiden voyage.

Not to be deterred, Clara flew all the way to Rio de Janeiro to fly the Dornier



**Patricia Kennedy, in the bow of the Martin M-130, christens the first Pan American Hawaii Clipper with coconut water, at Pearl Harbor. May 1936 (Hawaii State Department of Transportation, Airports Division)**

X from that city to the United States. Once again, she was the only female passenger. Also during this time, Mrs. Adams was a frequent spectator at various air races held across the United States and befriended many fliers, including Amelia Earhart. Apparently Mrs. Adams had quite a personality because she made friends with nearly every prominent aviator that she met. It probably did not hurt that the famous and likable Art Goebel was her cousin!

Mrs. Adams continued to rack up firsts including a trip on the maiden voyage of the LZ-129 *Hindenburg* to the US from Germany as one of 11 women aboard. When the airship was tragically destroyed at Lakehurst, New Jersey Mrs.

**The woman in the hat has to be Clara Adams, who leads the way up the gangplank to the Hawaii Clipper in Honolulu as it continues on to Manila on its first flight (photo courtesy of Hawaii State Department of Transportation, Airports Division)**

**Passengers pose in front of the Do X before its first trip. If you look closely, you can see a figure we must presume is Clara Adams about halfway between the photographer on the left and the starboard sponson (http://www.varifrank.com)**

**Clara Adams poses with Lady Grace Drummond Hay, another well-travelled lady. Both travelled extensively on the Graf Zeppelin (photo via Dan Grossman)**

**Clara Adams strikes a pose after debarking from the Martin 130 christened Hawaii Clipper. Pan American Captain Musick and Mrs. Adams were well-acquainted (photo via Dan Grossman)**

**Clara Adams stands in front of the Honolulu Clipper in Honolulu, circa 1939 (photo via Dan Grossman)**

Adams wrote a letter to Dr. Eckner voicing her support for Zeppelin travel and purchased a ticket for the future maiden voyage of the LZ-130 Graf Zeppelin II, which was flown on controversial eavesdropping missions off the British coast, but never crossed the Atlantic.

In 1936, Mrs. Adams flew aboard the inaugural flight of the Martin M-130 China Clipper from San Francisco to Honolulu, and on to Midway, Wake Island, Guam, and Manila. This 8,200-mile trip took six days. She would go on to fly the maiden voyages of the *Bermuda Clipper*, the *Hawaii Clipper*, *Honolulu Clipper*, and *Dixie Clipper*. After flying the *Dixie Clipper* from New York to Marseilles in 1939, she flew on regularly scheduled airlines all the way back to New York and set the record for making the shortest 'round-the-world trip as an airline passenger. She joked with *Time* Magazine that it was pretty cheap because it only cost her 10 cents a mile.

In the summer of 1940, she flew aboard a Transcontinental & Western (later TWA) Boeing Stratoliner on the first coast-to-coast non-stop airline flight in the United States. To top this off a few months later, she flew all the way from San Francisco to New Zealand aboard a Pan American Boeing 314 Clipper, which was another 8,000-mile-plus trip for the dauntless dowager.

During this time, Mrs. Adams enthralled audiences all over the world with her speeches and accounts of her many trips in the air. She even did a live broadcast over NBC from the *Graf Zeppelin* as it approached the Pacific Coast after a trip that took it all over the world.

Mrs. Adams no doubt brought much joy to friends who received wonderfully stamped and cancelled airmail from her trips as well as autographed photos. We can be glad that her thoughtfulness continues to provide us with some really wonderful artifacts of her penchant for aerial adventure. She must have been a great lady and possessed of the 'gift of gab.'

● SAMI

**These somewhat bemused passengers arriving aboard the first flight of the Hawaii Clipper from San Francisco in May 1936 pose with welcoming musicians. Clara Adams, in her trademark big hat, is standing third from right (Hawaii State Department of Transportation, Airports Division)**

**Mrs. Adams waves from the boarding stairs alongside a United Airlines Mainliner Douglas Sleeper Transport (DST). This could well be the aircraft she flew aboard on a non-stop flight from New York to California in order to depart California on the maiden flight of the China Clipper from San Francisco to Manila in October 1936 (photo via Dan Grossman)**

**What a phenomenal piece of mail this would be to receive! Mrs. Adams must have had an appreciation of stamp collecting (http://philippinephilatelist.net)**

# IPMS USA Column

## Life's Little Surprises

Life has a habit of throwing up little surprises, and our family break to California over Christmas gave us its fair share. During our stay with relatives, we took a short break up the coast, stopping in at Santa Barbara Hobbies on the way. This fine old store has recently re-opened with new owners, and I was able to pick up a couple of nice kits and some supplies; while I didn't get to speak with the new staff, this was due to the volume of customers in the shop – surely a good thing!

Further up the coast, we took a travel break in Santa Maria, and here's where we found a nice surprise. While I was aware that there was a small aviation museum, the Santa Maria Museum of Flight, at the local airport, I hadn't found many details – frankly, their website leaves a lot to be desired! We decided to stop in, as it was only a short drive from the freeway, and they were bound to have the 'necessary facilities' for the non-aviation obsessed members of the family. What we found was a little treasure of a museum, run by a small band of dedicated volunteers with little outside assistance.

The airport itself dates back to the 1920s and a small flying school. During the war, this flying school was expanded to become the Hancock College of Aeronautics, training potential fighter pilots - indeed, the field became home to a P-38

Gnat N8130Q was formerly XP541 of 4FTS

This hangar was originally built for The Rocketeer and now houses the museum's early aviation exhibits.

group shortly before the end of hostilities.

Postwar, the airport's claims to fame have been Hollywood-related, as the field was the site for filming scenes from the James Stewart *Spirit of St. Louis* movie and played a large part in the flying sequences for the 1980s period action romp, The Rocketeer. In fact, one of the museum's two hangars is a replica 1930's hangar built specifically for the movie. After filming, the building was donated to the museum, transported across the field from its original position and refurbished to meet permanent occupancy codes. Housing the museum's collection of early aviation memorabilia, there is a lot to see within the well-presented exhibits, including some props from The Rocketeer.

One exhibit that caught my eye was the Topping Collection of large scale model aircraft dioramas, depicting the progress of aircraft design from the Wright Flyer to the Lunar Lander Eagle. It is said that some of these models contain original fabric from the Wright Flyer, given to Mr. Topping during his time at the Smithsonian. These models are fascinating, being totally scratchbuilt and well detailed.

While the museum has a small but interesting selection of full-sized airframes, the biggest surprise to me was an airworthy Folland Gnat, N8130Q/XP541. Tucked away in the museum's second hangar, this airframe also has a Hollywood

She sits in what is a rather cramped hangar, but is well groomed and airworthy

The Rocketeer exhibit, including the original rocket pack movie prop.

connection – she was used in the 1990s comedy *Hot Shots*! This former 4FTS machine is now resplendent in an overall Post Office Red scheme; she is flown occasionally by her owner, but is loaned to the museum for static display. Alongside is a spare Bristol Orpheus engine. Kept in excellent condition, she is a great target for the modeller's walkaround and indeed, I availed myself of the opportunity. The Gnat is a popular if unfamiliar warbird in the US, and there are quite a few on the civil register. While I haven't seen one flying, I have seen two other Gnats at museums - an early T.1 at Pima, and a basket case Indian-built single-seater at the Planes of Fame in Arizona. Besides these, I know of a number of Jet Provosts, L-29s and -39s, Bulldogs and even a Percival Prentice (at Camarillo Airport in California) in this part of the country, so there's no doubt that good trainers will find a home, no matter the unfamiliarity.

Back to Santa Maria, and I'd like to express my thanks to the volunteer staff who run this little gem of a museum. They receive no assistance from the local city, and are unlikely to now, given the economic situation. Relying solely on volunteer help and private donations, this museum is a great example of the power of enthusiasm and willpower. If you have a small museum nearby, why not go along and support them? You might be surprised.

SAMI

## Shows USA

**June 5th & 6th, 2009**

**RECON 10 2009 and Region 10 Convention**
Radison Colorado Springs Airport, 1645 N Newport Rd, Colorado Springs, CO
Presented by IPMS/Centennial
http://www.centennialipms.org/

**June 6th, 2009**

**San Diego Model Expo 09**
San Diego Air and Space Museum, 335 Kenney St. San Diego, CA
Presented by IPMS/ San Diego
http://www.ipmssd.org/

**June 12th & 13th, 2009**

**The Double Main Event**
Parkway Free Will Baptist Church, 3615 Parris Bridge Rd. Boiling Springs, SC
Presented by IPMS/Spartanburg Scale Modelers
Tim Kirkland 864 576-8688

**June 20th, 2009**

**Peninsula Model Show and Contest 2009**
Ft. Worden State Park, Bldg 204, Port Townsend, WA
Presented by IPMS/North Olympic Peninsula Modeler's Society
http://www.nopms.net/

**June 20th, 2009**

**IPMS Metro Atlanta Model Expo**
Cobb County Civic Center, 548 S Marietta Pkwy. Marietta, GA
Presented by IPMS/Marietta
http://www.ipmsmetroatlanta.org/

**June 20th, 2009**

**Ontario IPMS Mini-Con 2009**
Ontario Senior Center, 225 E. "B" St. Ontario, CA
Presented by IPMS/Ontario
http://www.ipms-ontario.org/

BY DAVID FRANCIS

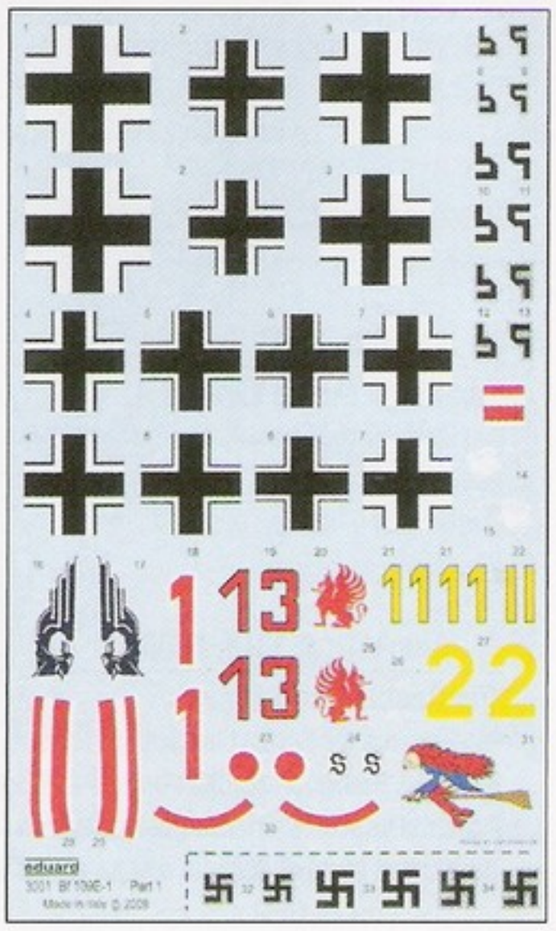
# Eduard's First Big Bird

## Messerschmitt Bf 109E-1 in 1/32

The Messerschmitt 109 is the first Eduard kit in 1/32 and continues this company's learning curve as they take their place in the top rank of plastic manufacturers. The plastic components are the equal of anything produced in the Far East and feature very restrained engraved detail. These are combined with etched brass and masks, and to complete the package decals are supplied for four marking options including full stencilling as well as swastikas, either in two parts for items sold in Germany or in one piece for the rest of the world.

Alhough there have been many 109s released over the years this one is the first to reproduce the E variant accurately in 1/32. Even more surprising - this is the first kit to represent an E-1 accurately, without modification, in any scale, and the way Eduard has achieved this is by supplying the wings with machine guns that will be unique to this boxing, as all later versions will feature the cannon-armed wing with its associated bulges.

The E-1 was developed from the prototype Bf 109 V15. The 'Emil' was the first version on which the DB 601 replaced the Jumo 210. Not only did the front of the aircraft change significantly with this modification, but the engine drove a three-blade, variable pitch propeller, and gave a 50% better performance. Standard armament consisted of a quartet of MG17 machine guns above the engine and in the wings. Some E-1s were later modified to E-3 standard with the replacement of the wing machine guns by 20mm MG FF cannon - both the E-1 and the E-3 were produced simultaneously, differing only in wing armament - and in all there was a total of 1183 E-1s built.




Compared to its adversaries, chiefly the D.520, Spitfire and Hurricane, the E-1 enjoyed an advantage in climb rate, armament, stability as a gun platform, and in having fuel injection. Its main drawback ended up being short range, allowing only a few minutes' combat before the pilot needed to break off and head back to his home field. Shortly after the Battle of Britain, the Bf 109E-1 was replaced by later versions of the E and the new F.

### Construction

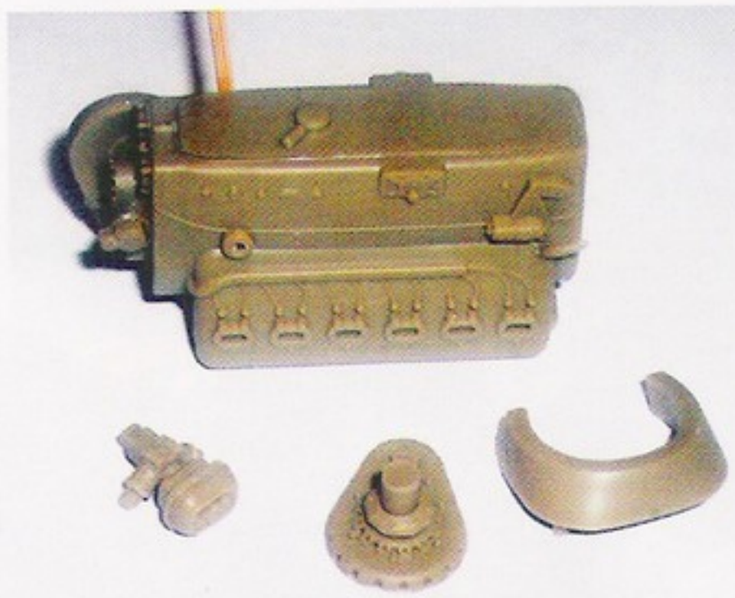
For a change I decided to start not with the cockpit but with the engine, which is a nice representation of the DB 601 and with careful painting looks very effective. A simple addition to improve this even

**TECHNICAL DATA**

**Messerschmitt Bf 109E-3**

Scale: 1/32
Kit No: 3001
Price: £47.99
Decal Options: 4
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 152, Clear 4, Etched 50
Manufacturer: Eduard
UK Importer: Hannants/LSA
US Importer: Squadron

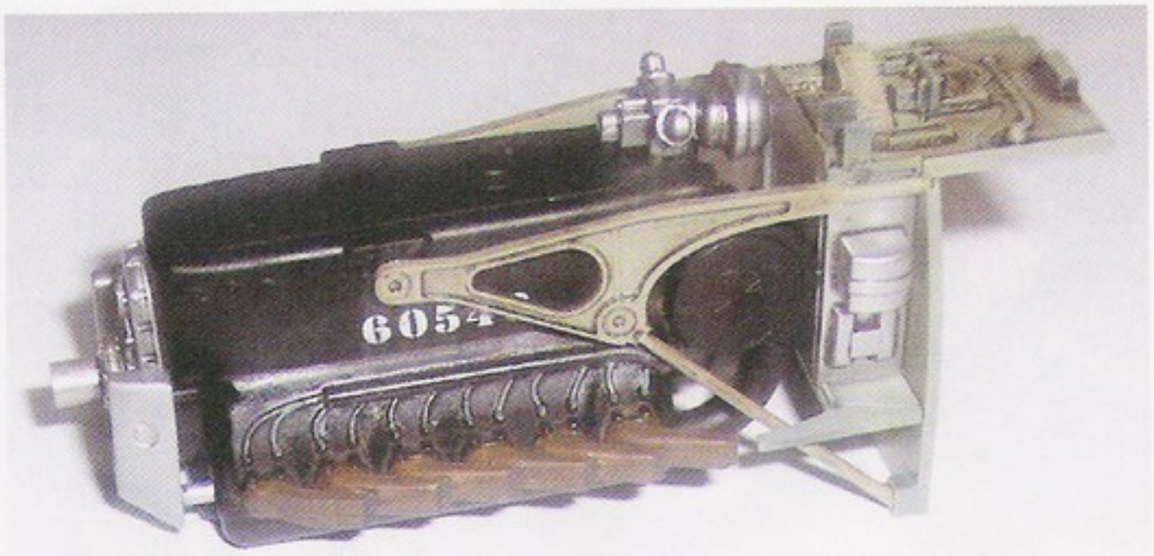
Also Used:
MDC Luftwaffe Engine Stencils
www.modeldesignconstruction.com
Promodeller Weathering Washes
www.promodeller.com
Model Scene grass mat
www.model-scene.com



The basic engine parts

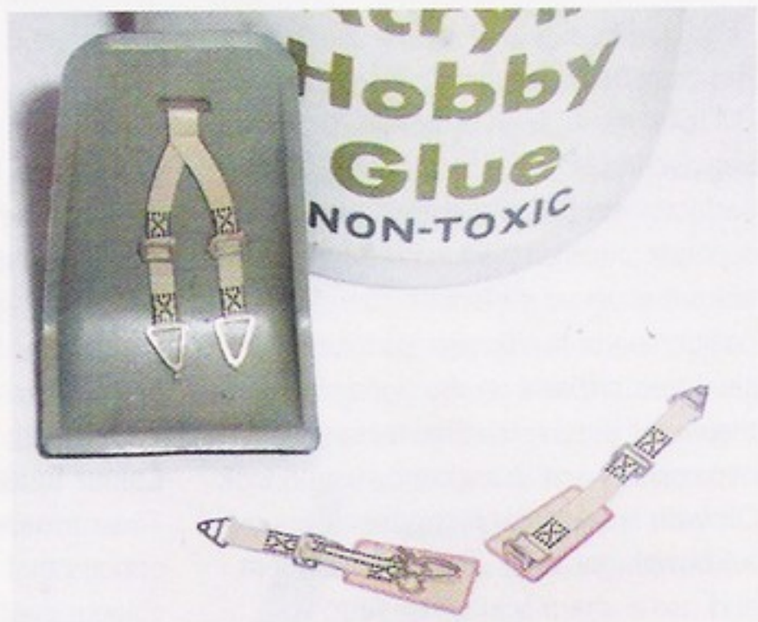
Quickboost offer a few detail parts like this joystick that can be used on the Eduard kit

Completed engine out of the box with MDC decals




The completed engine and firewall

Opening up the shell ejector slots in the lower wing




Belts look a bit skinny to me but I could not paint that stitching

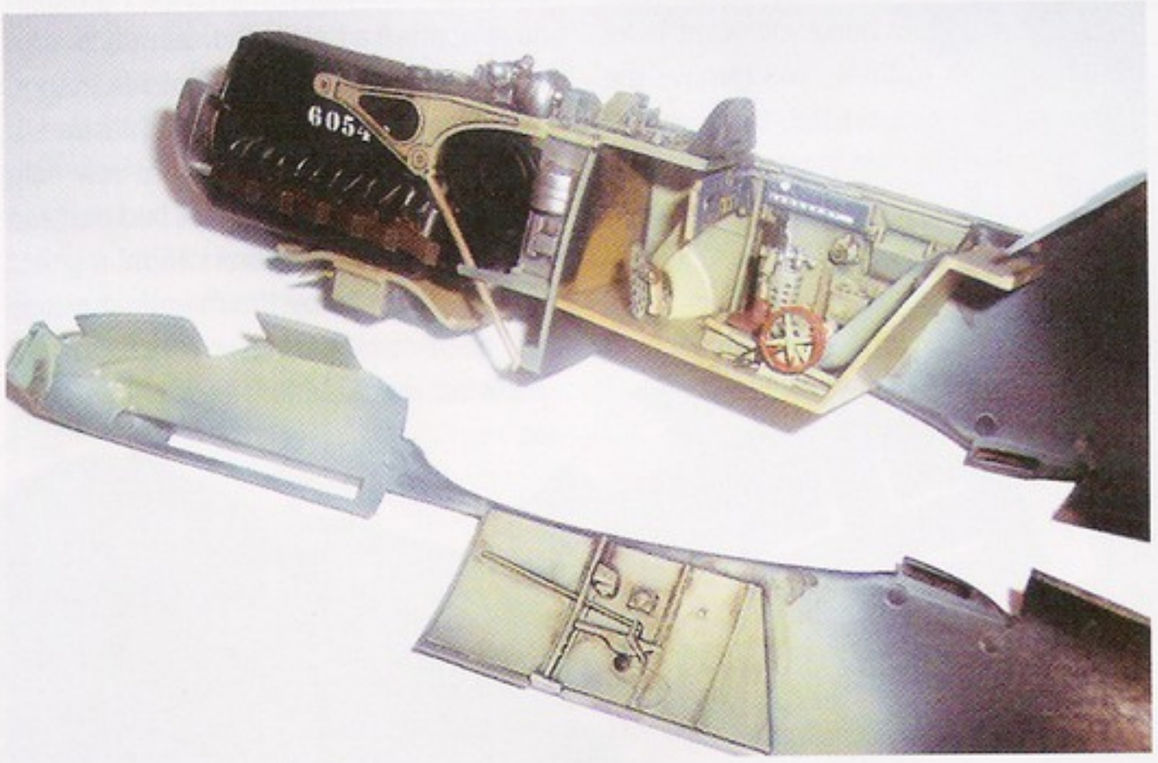
further is to purchase MDC's engine stencils. These inexpensive decals supply a number jungle to make up the prominent numbers seen in nearly all period photographs of the type with the cowlings off.

The engine bay mounts on to the forward firewall with a nice set of bearers, and if I was not building out of the box I would take some time to add a representation of the wiring in the rear of the engine but to be honest you have to look hard to notice that it is missing. The kit also supplies the ammo boxes and forward machine guns, and these will need the barrels drilled out, although pre-hollowed alternatives are available in the Quickboost range. One thing that I was very pleased to see Eduard have managed to achieve is a slight hollow at the end of the exhaust pipes - something missing on recent large scale Luftwaffe subjects. Due to the square ends of the exhaust pipe this hollow would be almost impossible to reproduce using pin drills and though it is not very deep it is enough to take a black wash, which will create an illusion of depth.

The chin oil cooler is supplied as a mix of plastic and etched brass and looks very convincing but I had to trim a bit off each side to ensure a good fit when it came to joining the fuselage halves. Some modellers may consider all this detail a nuisance as they want to show their plane all buttoned up. The good news is that unlike the Fw 190 family where a lot of the interior engine detail needs to be fitted regardless, Eduard have provided alternative parts to make producing a closed cowling model really easy if that is what you want.

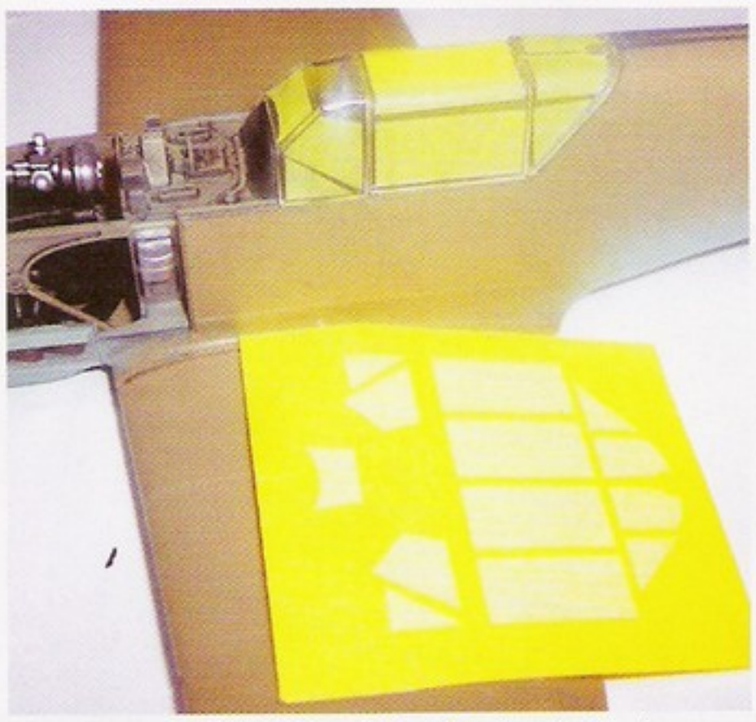
With the engine bay complete I now moved on to the cockpit, and this is a dream to put together. Highlights for me were the pre-finished etched instrument panel and the bicycle chains that run from the trim wheels through the cockpit floor. My only concern is the seat belts, which look a bit thin for this scale especially when compared to the Eduard 1/32 Luftwaffe fighter belt set and those produced by RB productions. To attach all the brass parts I used Gator Grip, a PVA superglue. I prefer this product because if any glue does go anywhere you do not want it, you can apply water with a brush to remove it without damaging the painted finish.

It was now time to close up the fuselage halves, not forgetting to add the mounts for the tailwheel into each rear fuselage section. At this point I have to say that the example I was building did not have a production fuselage and I did find that the fit around the chin scoop needed a bit of filler to make good the join. This may not be the case on a production kit but I would recommend a few trial runs before adding glue to plastic. In fact this area is the only one that needed filler on the whole kit as the




A lot is crammed into the front end

The only filler used on the model



Eduard's masks fit very nicely, but the piece for the brow was missing

Masked up to spray the splinter pattern

Has there been some kind of an accident?

Once dry and rubbed off the wash looks very convincing

A black wash was employed on the dark upper surfaces

engineering is superb. All control surfaces and flaps are supplied as separate parts enabling you to add some animation to your model by careful positioning of the control surfaces. The shell ejector ports on the underside of the wings are supplied as rectangular depressions and though they would look OK with black paint filling them it is only a few minutes work to chain drill them and use a sharp scalpel blade to produce a more convincing hollow slot.

With all the major construction completed I now masked the canopies using the supplied Eduard masks, which fit very well, although I could not find a mask for the brow window. Not a problem as I made one easily with Tamiya tape and a sharp scalpel, and as I had the tape out I also used it to mask off the engine and exhaust pipes, while damp paper towel was used to fill the wheel bays.

## Colour Options Paint and Decals

The kit markings supply four attractive options that chart the evolution of the colours applied to the E from the start of the war, with the classic pre-war splinter scheme that I chose, to the Battle Of Britain mottle scheme with yellow nose and tail, that will be familiar to many.

I decided to reacquaint myself with Xtracolor enamels for this model. I had tried these paints when they first came out but could not work with the very long drying times that gloss paints required even though it made decal application far easier. I had been told that drying times have decreased since the first production runs and though these will never match acrylics for drying speed I found that if I left them overnight in a warm place the paint was fully cured by the morning. This is particularly important when you are masking the complicated splinter scheme as the last thing you want is for the paint to lift as you remove the tape. As advertised, the paint dries to a nice glossy finish which meant that when applying the decals there was no trace of silvering - something I frequently have a problem with on my models, unless I have applied a number of good coats of gloss varnish.

The decals behaved flawlessly when applied using Micro Set and Sol solutions. At this point I would normally have applied a flat coat of Xtracrylix varnish before adding the finishing details, but not this time as I intended adding an extra stage.

At the ModelKraft show I had watched a demonstration of Pro Modeller washes by the manufacturer,

and he made it look so simple I wanted to give them a try. These washes are produced from clay held in solution and are available in a selection of colours. I used a dark wash for the lower surfaces and black for the very dark upper surfaces. Application is simple - shake the bottle and apply with a brush, and after about twenty minutes you remove the excess with a dry paper towel rubbed in the direction of air flow. Any stubborn spots can easily be removed by slightly dampening the towel, and if you remove too much it is easy and quick to reapply. A video demonstration using this product is available from the manufacturer's website and though I normally avoid inked panel lines, as they look too stark and unrealistic to my eye, I found that these washes provided a far more subtle effect and I am sure that I will be using them again.

## The Finishing Touches

On the 109 this section is quite small. I started with the undercarriage, which is a good scale representation of the gangly original, but it does help if you have a good set of head-on photos and plans to ensure parts are glued at the right angles. The wheels are supplied as tyres with separate hubs which makes painting very easy. I now added the pitot tube and mass balances to the underside of the wing before removing the mask from the canopy. My original plan was to keep this in the closed position but I had a change of heart. Using a blade I carefully removed the centre section then reattached it hinged to starboard. The etched brass sheet supplies the wire that stretches between the rear section and the open canopy. Finally, to finish the model, I used Aeroclub Lycra thread to reproduce the wire between the antenna and tail fin.

To display the model I wanted an easy base and last year at E-day I had purchased just the thing. Czech company Model Scene produce a whole range of scenic accessories mainly aimed at military and railway modellers, but they also produce small mats of model grass that look far more realistic than anything I have seen on sale in the UK. I simply added some PVA to the rear of one of these mats before attaching it to an inexpensive wooden base that I had picked up at a show, to produce a simple and effective base which really shows off the finished model.

## Conclusion

After building three 1/32 Luftwaffe aircraft in a row I can say that this was my favourite. The engineering is a the perfect mix supplying a good level of detail without making the build over-complicated for a simple kit sticker like me. Even in 1/32 this is not a particularly large model so will not take up too much of your display cabinet, and it is certainly an attractive aircraft. Unfortunately the poor exchange rate has pushed the price of this kit up from the original estimates but if you consider the price of buying a Hasegawa 109G plus Eduard brass, masks, and a Cartograph aftermarket sheet it will cost you more than this, and will still not have a detailed engine.

I am really looking forward to the other versions of this kit covering the -3 to -7 Trop that have already been announced for release over the next year, but I am also secretly hoping Eduard may also consider producing the carrier version, with its longer wing, based on this kit!

Our thanks to Eduard for supplying this kit before its official release, and with some pre-production parts.

● SAMI

BY MIKE VERIER

# Chadwick's Challenger

## Amodel's Lancaster B I / B III

Never let it be said that we Scaling Downers don't relish a challenge – Amodel products are 'limited run,' so you know that there will be flash and heavy sprue gates, but you also know that somewhere within the box there always lurks a great model waiting to be liberated. Such is the case with the iconic Lancaster, a perfect subject for 1/144, and when I learned that you get a full etched bomb bay with it I was there, head of the queue.... I accept the mission....! I can do this....! And I'm taller than Tom Cruise....

With the benefit of some two months' hindsight I can confirm that like the eponymous hero I too have overcome obstacles, solved intricate puzzles, and insinuated microscopic components into fiendish assemblies to emerge triumphantly with the replica you see before you. The quality of my endeavour I leave to your judgement, but in terms of value for money it kept me absorbed through many a long, dark winter evening for the price of a couple of cinema tickets. For entertainment value I rate that a really good buy.

What you get are some 120 injection moulded components, which are certainly finer and better detailed than previous offerings from this manufacturer. An assortment of bombs for every occasion is provided (a chart included in the instructions suggests various possible combinations of load, albeit with no information as to their purpose). There are a number of spare parts, which presumably apply to the simultaneously released Canadian variant, and possibly future versions and a clear sprue covers the transparencies.

The exciting part is a very delicate etched fret, which provides for a complete bomb bay interior, radiator grills, D/F loop, various mass balances and, tantalisingly, what appears to be the 'chain' used to hold a Tallboy in place.

The package is completed with some alternative mainwheels in vinyl and a very passable decal sheet.

### Let Battle Commence

The instructions indicate that you should start, logically enough, with the cockpit interior. This is all plastic and whilst the shapes are all there a fair bit of refining and fettling is required. You are also directed to build the etched bomb bay at this point. Don't.

**TECHNICAL DATA**

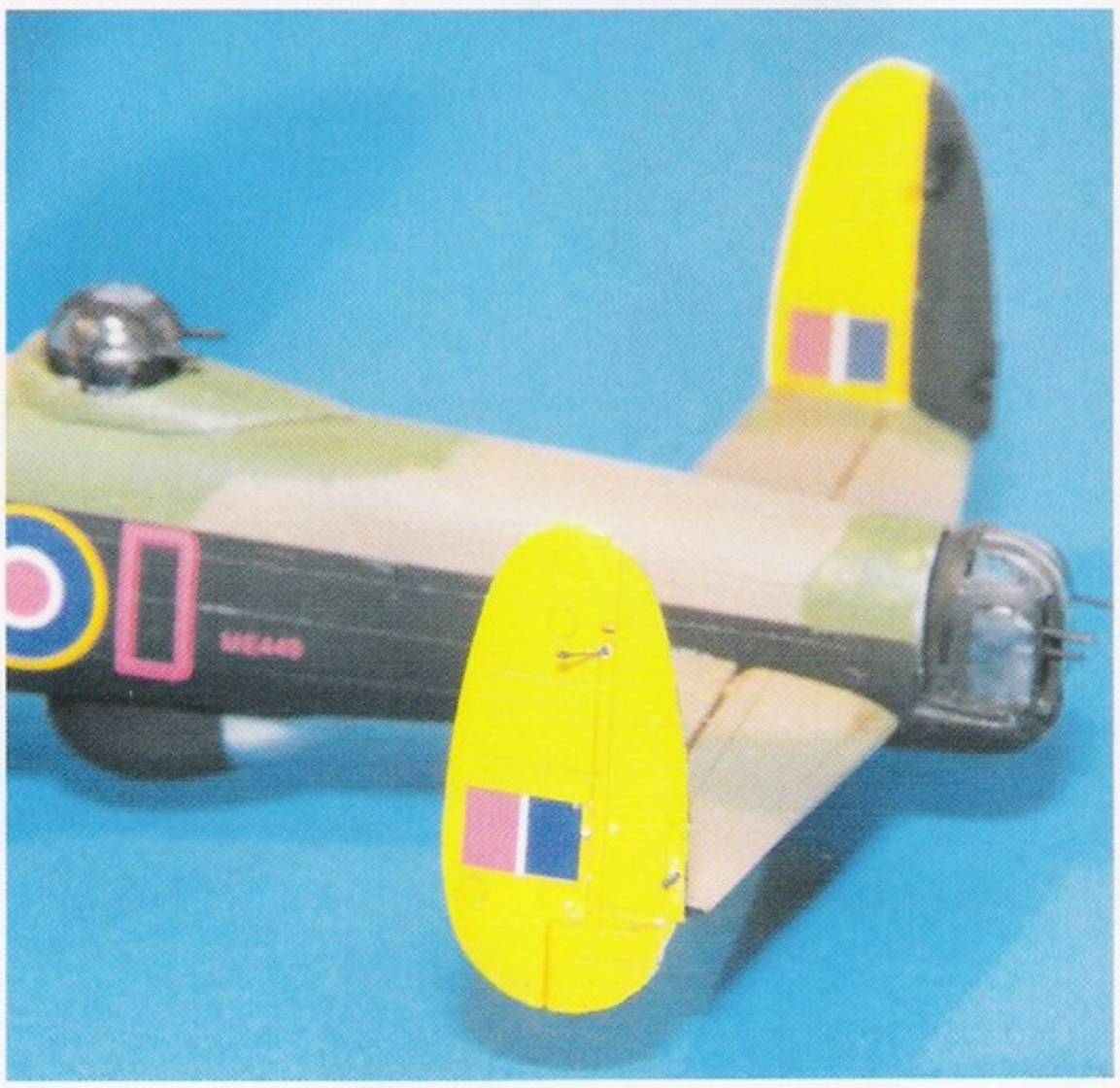
| Lancaster B.I / B.III | |
|---|---|
| Scale: 1/144 | Kit No: 1411 |
| Price: £17.99 | Decal Options: 2 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 174, Clear 22 Etched 83 | |
| Manufacturer: Amodel | |
| UK Importer: Hannants | |
| US Importer: Squadron | |

The etch is exceptionally delicate and simply will not survive the handling required during construction if you try to put it all in now. Fortunately the roof of the bay is a strong plastic component, essential for the structural integrity of the model. The best approach I found was to use only the two large etched roof grids, everything else can go in later. Being so thin I felt that if they were stuck directly to the plastic most of the detail would vanish, so I first added micro-strip at the outer edges, just to raise the etch off the surface. This did the trick, and with the whole assembly painted gloss black and then dry brushed with dark grey the detail popped out nicely. For much the same reason I added a couple of small blocks to the bulkheads either end of the bay. These will later receive the etched bomb-door struts.

You also need to put in various transparencies before closing the fuselage halves, most of which don't fit very well, so again some patience and fettling is required. Once you have the thing assembled there is surgery to do, the main one being a large hole needed to accommodate the mid-upper turret. At this stage it also becomes apparent that the two circular transparencies on the centreline are too small. Fortunately sections cut from the transparent sprue were just right so these were fitted and polished back. All the turrets can be installed later which greatly eases painting and handling.

Next the wings. There is a transparency for the landing lights which I made reflective by simply burnishing down some kitchen foil on the inside (a spot of adhesive stopped it slipping) before closing the wing around the two sturdy spars provided. Because of the spar design you can't really build the other wing until the spars are then insinuated through the fuselage. A better engineer than me could probably build the spars into the fuselage first, but when it came to it everything lined up ok and the finished result is quite robust. Before leaving the wings I fitted and polished back some clear sprue to replicate the wingtip nav lights.

After this come the engine nacelles, which are accurate but quite difficult assemblies having no locating pins.



**Also available is the Canadian Rescue version. Amodel have further releases based on this tool, including the Avro Manchester (#14412/£TBC) and the Avro Lincoln (#14413/£TBC)**

There are internal blanks and etched radiator grills to contend with too, but again they go together eventually and fit the wings quite well. The kit provides alternative exposed exhausts (which are actually quite good) or rather vague lumps intended to represent the flame dampers. I really didn't think I could make these work and fitted the exhaust stacks so that I could keep my options open and add the very simple shaped dampers later from rolled aluminium ('tea light' candle holders – real modellers waste nothing !) if required.

## Painting and Decorating

Once this is done the airframe is substantially complete. The cockpit canopy, the H2S radar housing - which comes, thoughtfully, on the clear sprue - and the nose transparency were fitted and masked. A wash to de-grease and a coat of grey primer reveals any remaining filling to do and it's ready for painting. As is my standard practice I left the tailplanes and rudders on the sprue at this stage.

For the topsides I used Xtracrylix. The yellow areas, undercoated white, were painted first and masked, then Dark Earth, lightened about 10% with white, and 34102 Vietnam Green which is a pretty good scale representation of RAF Dark Green out of the bottle. Once this was dry I masked it with a combination of tape and Maskol and used Tamiya X1 Gloss Black for the undersides.

The decals offer two subjects: B.I, ME499 / AS D of 166 Sqn, and B.III, EE176 / QR M *Mickey the Moocher* of 166 Sqn. I went with AS D for the striking yellow wingtips and fins. The decals themselves are very good quality but I did feel the blues and reds were a little bright. The two big B Type roundels were easily replaced from Model Decal stock sheets, but I could not find small enough C Types for the fuselage so I used the kit offerings in the hope that putting them over black would tone them down a little.

Very fine walkway lines are provided in both red and black. The instructions suggest that these should be applied both above and below the wings but I can find no evidence or logic to support this and only used them on the upper surface. A neat touch is decals for the row of oval windows along the fuselage. The shapes are lightly etched on the plastic and you can use them or not depending on the individual aircraft you are modelling. References conflict on this point for ME499. I have used them.

A coat of Klear sealed the decals in, and oil washes were used to hint at panel detail, Yellow Ochre on the yellow areas, darkened with Raw Sienna for the general camouflaged areas, and almost neat Raw Sienna for ailerons and rudder hinge lines. There is no point in washing the black areas.

I spent some considerable time studying photos of exhaust staining on Lancasters and it was soon apparent that the inboard exhausts stained more than the outboard, mostly a function of local airflow, and also that some engines were clearly smokier than others. There is also a difference between the heat staining of the nacelles and under the wings, and the oil and smoke staining of the wing upper surfaces.

Using varying tints of grey and brown in matt varnish I have attempted to suggest this on the model using an Iwata with the pressure right down - an airbrush also creates airflow so always start from the exhaust and work aft. Finally, the merest hint of residual staining on the tailplanes completed the weathering process. A coat of matt varnish brings everything together – walk away and let it all harden for a couple of days – there's still plenty to do!

## Details

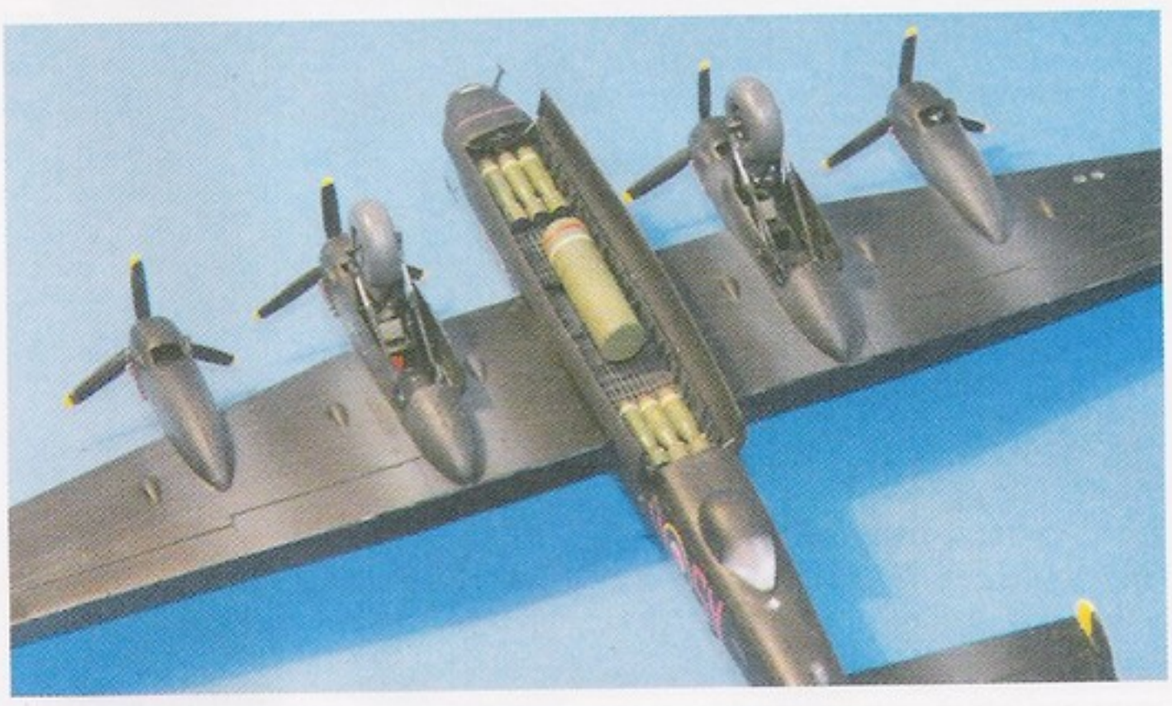
...Wherein, as they say, lies the Devil – and they weren't kidding! The final phase covers that bomb bay, the undercarriage, the props and the turrets. None of these is an easy or quick assembly, in particular the seemingly endless angle brackets for the bomb bay sidewalls. I'll draw a veil over the many happy hours spent, but highlights include creating a four-gun rear turret (only two supplied) deciding about that bomb-load, researching the correct colours for said weapons and painting very thin stripes thereon.

As an aside I also learned during this build the reason that the rear of the H2S radome was left unpainted - It covered two of three downward I/D lights! Consequently I drilled the centreline just aft of the radome and added a reflector to simulate this.

There are a number of small aerials and details to fit before finally the bomb-doors can go on to complete the model. To be strictly accurate there should be a double curvature on the inside of the bomb doors, but in this scale I for one can live with them. I didn't use the vinyl tyres by the way as the kit includes conventional plastic ones which I felt looked better because I could file flats on them.

## And Finally

Not for the faint-hearted, there is no doubt that this was a challenging project, but no more so than resin Shackletons I've built, and ultimately very rewarding. The bomb-bay is stunning and proves that etched brass in this scale is certainly feasible. If anything I think this model actually emphasises the need for a mainstream injection Lancaster and some decent decals in this scale, as there are dozens of fascinating variants and colour schemes out there, but I won't live long enough to build them using this kit as the basis.



Thanks to Hannants for the review sample. I look forward to the Lincoln.

## References

There are of course numerous Lancaster books and references available. The best modelling one I found is published not a million miles from here. SAM Publications *Modellers DataFile* is very comprehensive with masses of walkround photos and detail line drawings, which proved invaluable.

● SAMI

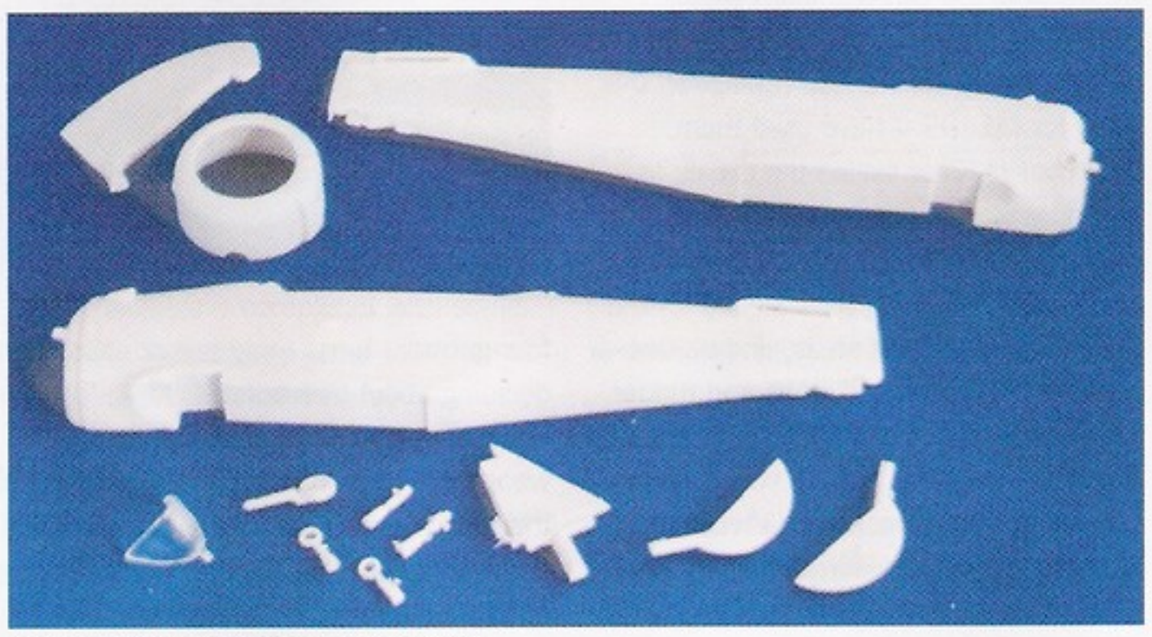
BY DAVID BATT

# Harvard Home

## Converting the Revell Texan to a RAF Harvard Mk I

Is it natural to become conservative as one gets older? In modelling terms, as projects have become more expensive and complex my own comfort zone has certainly become smaller. I do not like the risk of investing hours and lots of cash in something that is OTT rather than attractive and as a result I have developed abbreviated tastes for the final appearance of a model. 'Emils' should have yellow noses and mottled fuselages. Mustangs (particularly P-51Ds) should be silver overall, and in this case wartime RAF trainers are always yellow underneath and brown-and-green on top. At the moment my kits of the BV 141 and such-like feel lonely and unloved.

I have a liking for trainer aircraft. Apart from the inevitably bright colour scheme they're compact, manoeuvrable and mean a lot to the pilots who trained on them. Go to any flying display and if you see a demonstration of pure flying skill (rather than a well-loved historical artefact or display of power-to-weight) you can bet a trainer aircraft will be involved. I am surprised that they are not better represented in the kit releases one sees, and modellers depend on the likes of Aeroclub to add obvious subjects like Tiger Moths and Chipmunks to their collections, while although the venerated North American T-6 Texan appears in many manufacturers' lists we have to rely on MDC to provide an RAF Harvard trainer.



Components of the MDC conversion kit

The conversion kit includes a pair of replacement wingtips, a complete replacement fuselage, cowling, fin and rudder, tailwheel, a pair of instrument venturis and RAF-style control handgrips. We also have a clear resin casting for the rear of the canopy, which doesn't seem to leave much of the donor kit; just the main horizontal surfaces, undercarriage, engine and interior. However, the Revell T-6G isn't that expensive nor hard to find and it is all for a good cause.

Historically, the Harvard Mk I was the RAF's version of the USAAC's BC-1. The RAF eventually used 400 of these aircraft, much more than just a footnote in history, and as the aircraft was developed with shorter, broader wings, smaller vertical tail and an all-metal fuselage as the Harvard Mk II it soldiered on for many years after the war.

Spread of sprues from the Revell kit

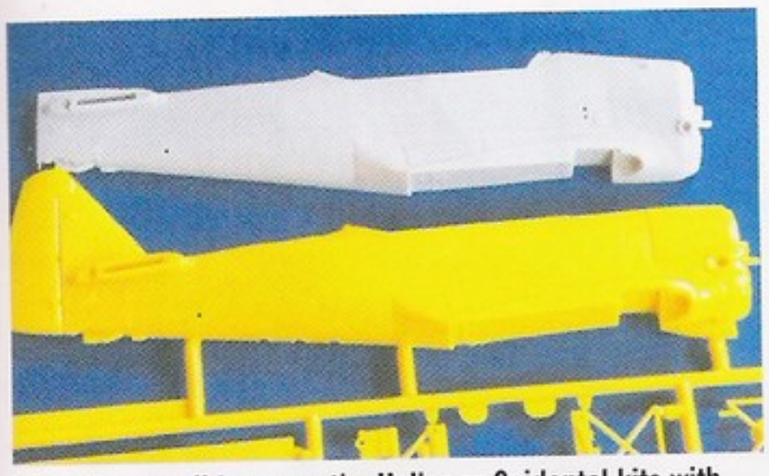
**TECHNICAL DATA**

| |
|---|
| Scale: 1/48 |
| Kit No: 855306 |
| Price:$14.99 |
| Type: Injection Moulded Plastic |
| Manufacturer: Revell Monogram |
| US Importer: Revell Monogram |
| |
| Also Used: |
| MDC Conversion Set CV017 |
| Mike Grant Decals CPK-048 |
| Kits at War Decals DDK4804 |
| Eduard Seatbelts #49006 |

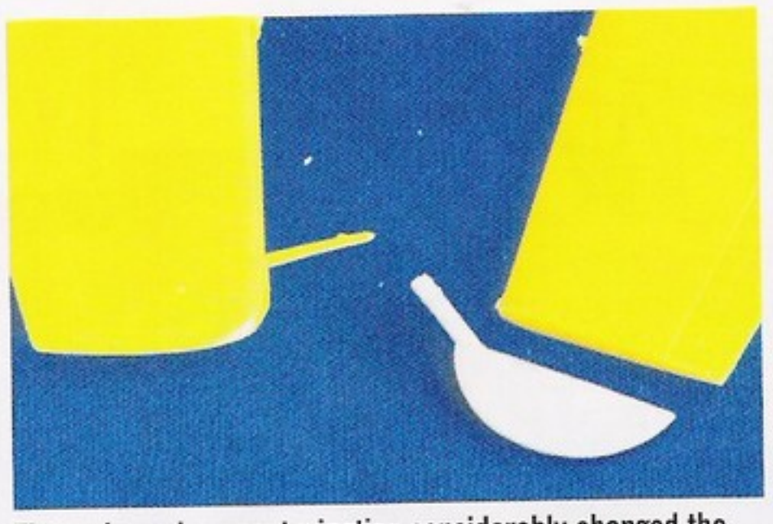
### Building the model

This was far from a difficult task and gave me the opportunity to try out some new acquisitions, both in the form of decals. First were Mike Grant's stunning instrument decal sets, and the final touch came from a sheet by Kits at War, which were the only commercial items I could find that would allow for such an important aircraft to be modelled.

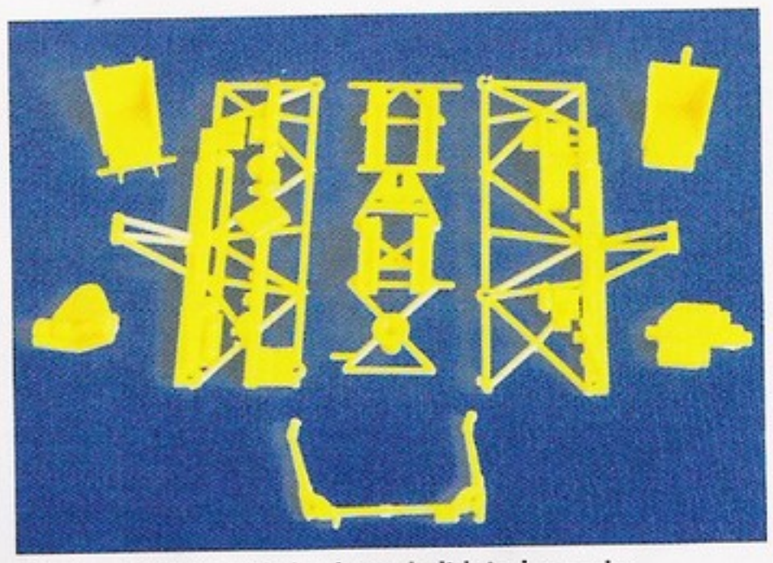
For the first task I went just a bit overboard with the reworking of the interior. New instrument panels were made based on some Pilots' Notes I have for the Harvard IIB and for the BC-1, which allowed verifiable work on the front cockpit and speculative on the rear. If you haven't seen any of Mr. Grant's instrument decals then all I can say is the enthusiastic comments from decal



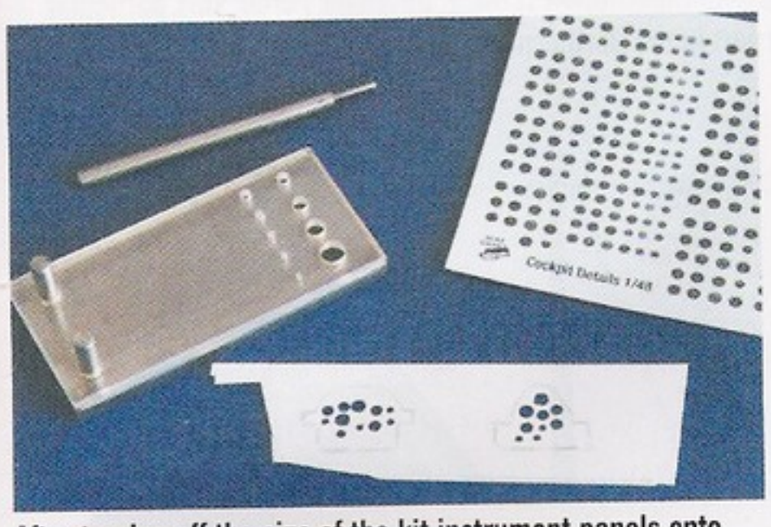
It may be possible to use the Heller or Ocidental kits with the MDC conversion, but the Revell offering definitely gives you a head start



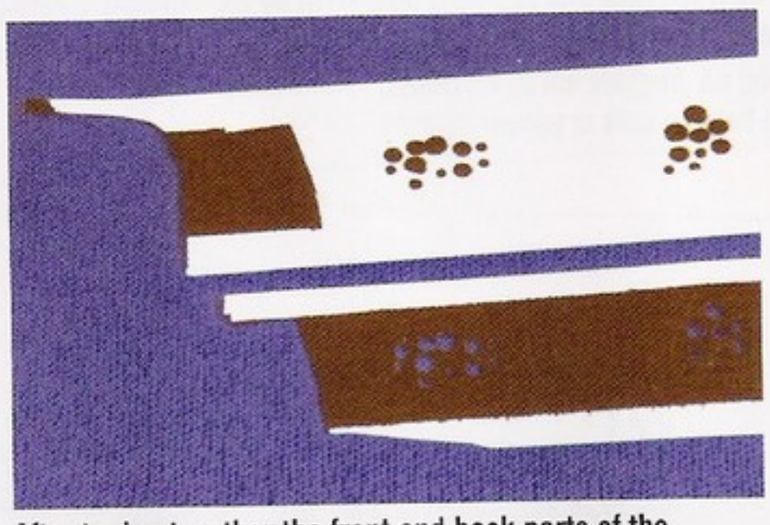
The resin replacement wingtips considerably changed the appearance of the aircraft



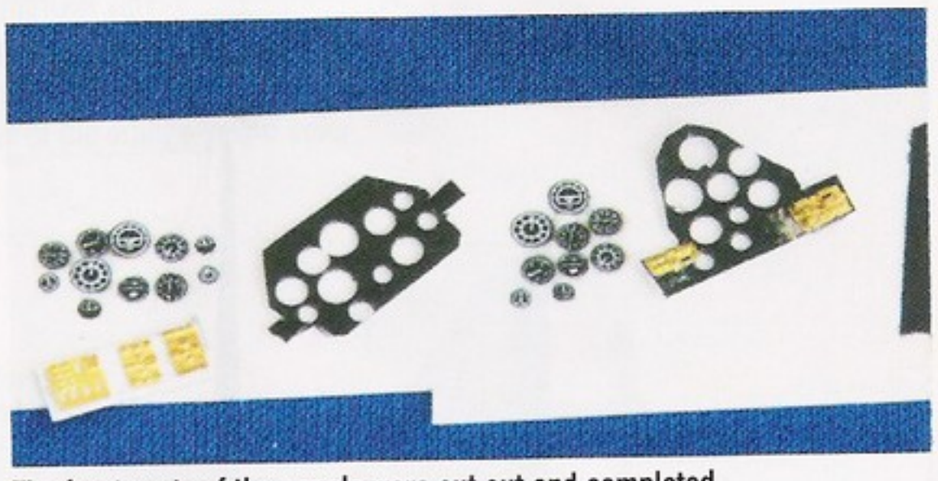
The layout of the kit's basic cockpit interior parts



After tracing off the size of the kit instrument panels onto some 10 thou card, the dials for the new panels were punched out



After taping together the front and back parts of the instrument panels the parts were sprayed with gloss black, which clearly shows the position of the dials on the backing sheet



The front parts of the panels were cut out and completed with some generic switch panels from a Re-Heat set

The cockpit frames painted up. Note the use of Eduard pre-painted seat belts and (if you look really closely) the Mike Grant cockpit placards

The completed instrument panels look a bit rough because you can still see the sides where the lamination shows through. These are hidden on the finished model

Approaching completion, the degree of resin replacement is well shown here

review pages do not do them justice. Although the panels would be all but concealed under the large coamings I welcomed the opportunity to combine them with a technique that I had read about on a modelling forum.

First the kit panels were copied off onto a piece of 10 thou plastic card (this way I could at least be sure the final result would fit) and a Historex punch set was used to create the dial holes within the sketched outline, i.e. before the panels were cut out. So far, so normal, it was the next bit that struck me as clever when I read it.

The 10 thou panel blank was taped to a piece of 20 thou card so that the actual panel areas were unobstructed. I then sprayed the lot with acrylic gloss black as an undercoat, so that when the two parts of the panel were separated the 20 thou backing piece had a load of 'dots' that marked precisely the position and size of the dials, and also provided a gloss painted surface that was essential for the proper adhesion of a decal. Make sense so far?

Now it was time for the decals. A degree of care is needed to use these successfully and Mike makes no bones about this. A specialised computer printer is used to create the images and the result is exceptionally fragile, so the first task is to spray the whole sheet lightly with a protective coat of floor polish, either Klear or Future. This doesn't 'armour-plate' the images but gives them a chance to survive the next step, which is a bit brutal.

I used the same punch-and-die set to remove the chosen images from the sheet. On the minus side it puts a piece of metal directly in touch with the decal sheet before it is whacked with a hammer, but the plus side is that the backing sheet remains more or less intact and is easier to handle in the long term. These images are then applied in the normal fashion and I have to say they work superbly, being easy to slide into precise position over the painted dots on the 20 thou backing sheet. Once dry I applied a coat of the floor polish to seal the decals in place.

Back to the 10 thou front pieces. These were carefully cut to their outline shape, completed with the addition of some switch panels from a generic Re-Heat set and then finished with a sprayed coat of Tamiya NATO Black, which I feel is an excellent 'scale' black. These panels were fixed in place over the decalled backing sheet with a thick coat of acrylic gloss varnish. Once dry the two panels were carefully cut out from the 20 thou card, using the front overlay as a template. On this occasion I did not add a layer of clear plastic sheet to 'glaze' the instruments; I'll leave that experiment to next time.

It all reads as very complex, but in fact there are only three actual steps (punch out, add decals, and assemble) and it's a simple process to produce an effective looking panel.

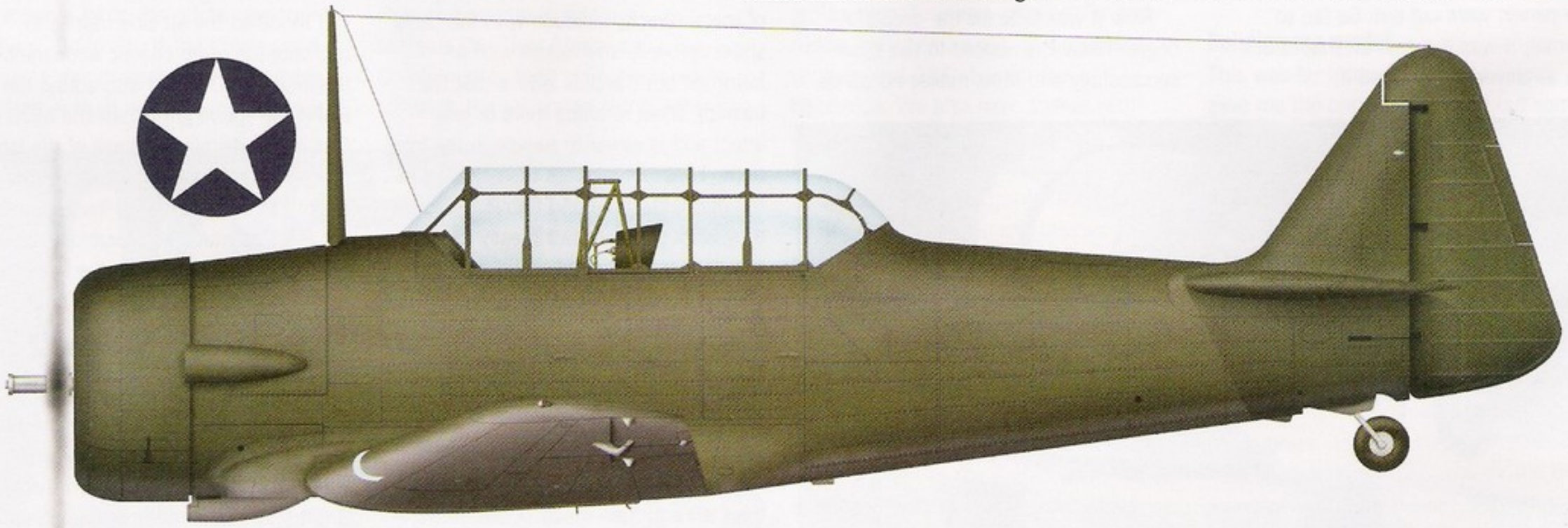
I modified the kit side frames to replicate the more chaotic appearance of the original BC-1 and also added the RAF-style spade grips from the MDC set. One of the defining features of the later mark evolution was a redesign of the cockpit to make it match the layout of the P-51 as much as possible, to ease the student's transition to the high performance fighter when the time came. I had to reverse that evolution.

The side frames were sprayed with RAF Interior Green and the various panels and boxes picked out with NATO Black. To add a bit more interest I added some data panels from the Mike Grant sheet, a simple ready-made step that added strikingly to the effect of the cockpit. Another ready-made 'cheat' was the use of some pre-painted Eduard seat belts.

This Noorduyn-built Harvard was operated post WWII by the Rijksluchtvaartschool (State aviation school), Dutch Air Force. This particular machine was photographed in September 1960 at a car-junkyard near Eelde Airport in the Northern part of the Netherlands

Chilean NA-44 C/N 74-4750 took part as a Grupo 6 aircraft in the search for missing Vultee BT-13B Nº 158. The whole aircraft is in a standard natural metal finish

This US Navy SNJ featured an overall yellow scheme. National insignia are positioned further forward than usual on the fuselage. This machine was used in 1957 for deck operator training



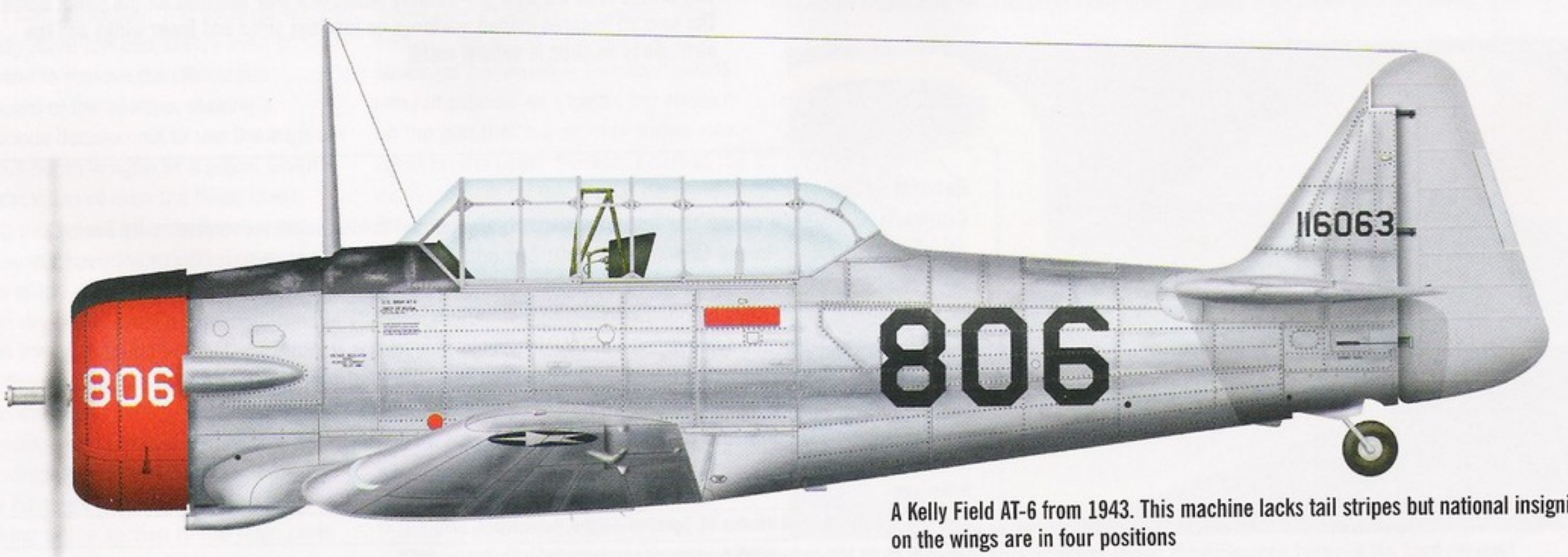
This Texan is probably a factory test machine. It has a camouflage pattern resembling USAAF Olive Drab on the top and Neutral Grey on the bottom. Interesting to note is the complete lack of fuselage insignia and only two stars on the wings, one on the port upper and another on the starboard lower

**Artwork © 2009 Srecko Bradic**

Another US Navy SNJ, this time featuring highly polished metal surfaces with a yellow fuselage band behind the insignia. An additional band also appears over the wing. Note that part of the cockpit canopy is also painted over in the orange-yellow color

For a long time aircraft based on the US mainland retained red and white stripes on the rudder, as in the case of this AT-6 of the advanced flying school on Mather Field

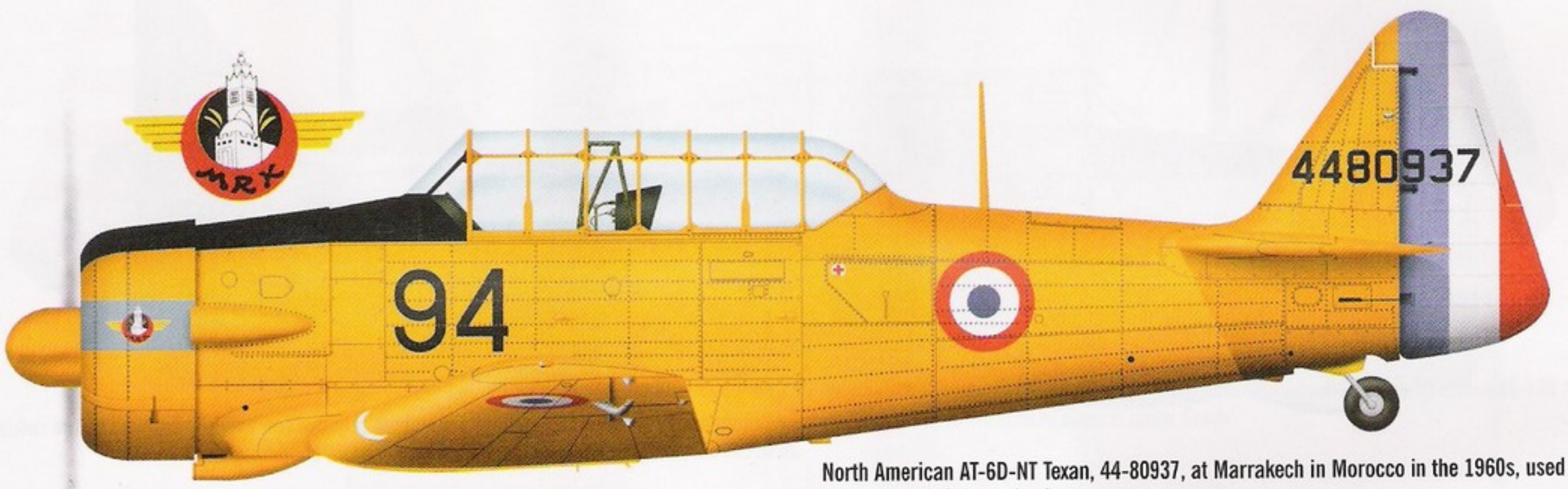
T-6 Texan in post war service with late war national insignia. This machine was based on Hamilton Field in August 1947 and has a black and white engine cowling by way of unit designation. One detail of interest is the style of the fuselage letters




A Kelly Field AT-6 from 1943. This machine lacks tail stripes but national insignia on the wings are in four positions

Artwork © 2009 Srecko Bradic

SNJ-3 from the First Marine Aircraft Wing from Quantico in the attractive camouflage pattern of Blue Grey upper and Light Grey lower surfaces. This was standard first-line unit camouflage in the first year of the war. The aircraft has very early national insignia markings with stars on upper and lower wings as well as on both fuselage sides




North American AT-6D-NT Texan, 44-80937, at Marrakech in Morocco in the 1960s, used by the French flying school

This profile is based on a pre-delivery image of a T-6F destined for the Soviet Union. The aircraft features limited markings on fuselage sides and lower wings and the airframe is finished in natural metal

## General notes

During its operational career the Texan/Harvard chiefly carried colour schemes related to its basic purpose as a trainer. In the USA most aircraft carried a highly polished aluminium finish with various additional markings such as coloured bands or cowlings relating to unit colors. But there were exceptions and there were camouflaged examples, although mostly aircraft assigned to Navy units. The other big user of the type was Great Britain and in most cases RAF Harvards were painted in Trainer Yellow, although natural metal machines were not rare, and many operated with camouflage colours on the topside while the bottom remained yellow.
The type served on after the war in many countries and many new schemes were adopted.

References

T-6 Texan In Action, Aircraft Number 94, Squadron / Signal Publications, 1989

LetLetLet Forum http://www.letletlet-warplanes.com/forum/index.php?topic=962.0

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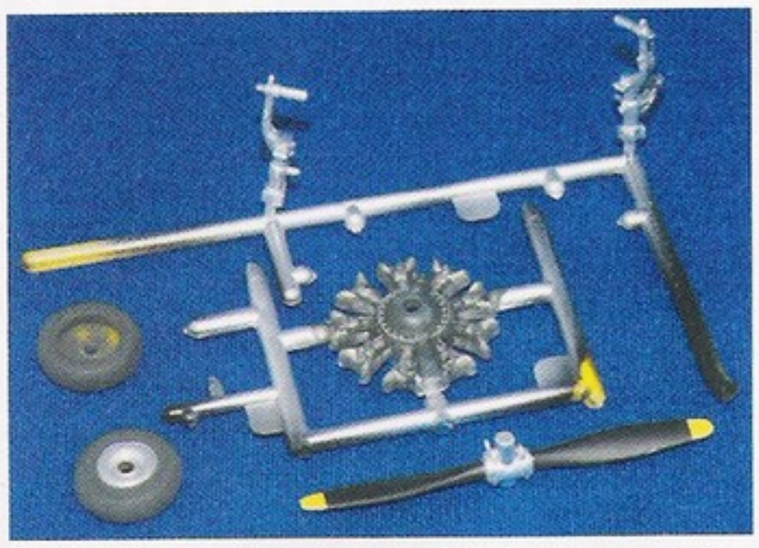
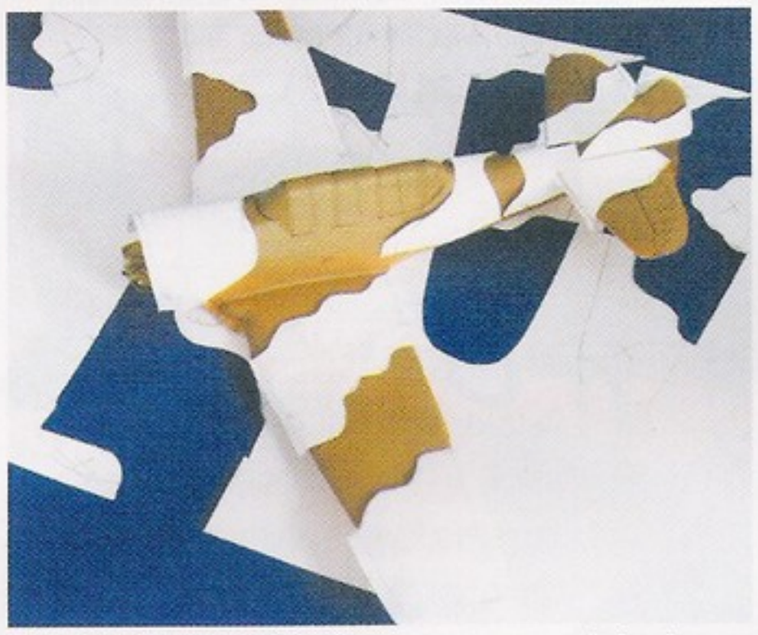


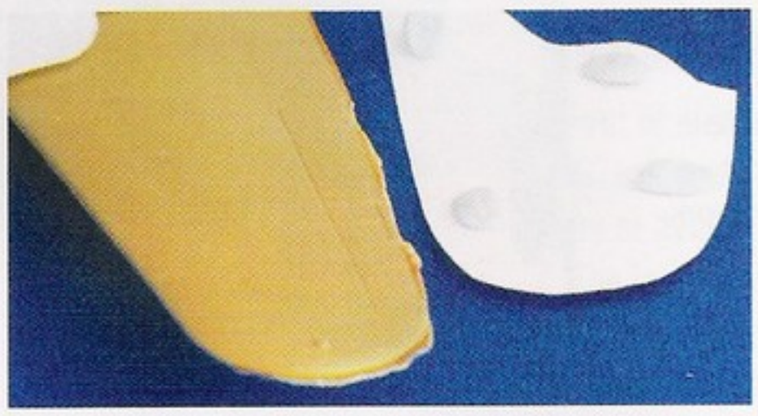
A bit of detail painting brought the Alclad-covered parts to completion

It seems obvious that this aircraft began its life in an overall trainer yellow and the camouflage was applied over the old finish, being painted around the original markings; roundel, serial and code letter. Suitable yellow areas are given on the decal sheet, but to ensure the yellow colour remained the same masks were cut from Tamiya masking tape

The first task in making the paper masks was to trace (very roughly) the outline of the wings and tail onto some white paper

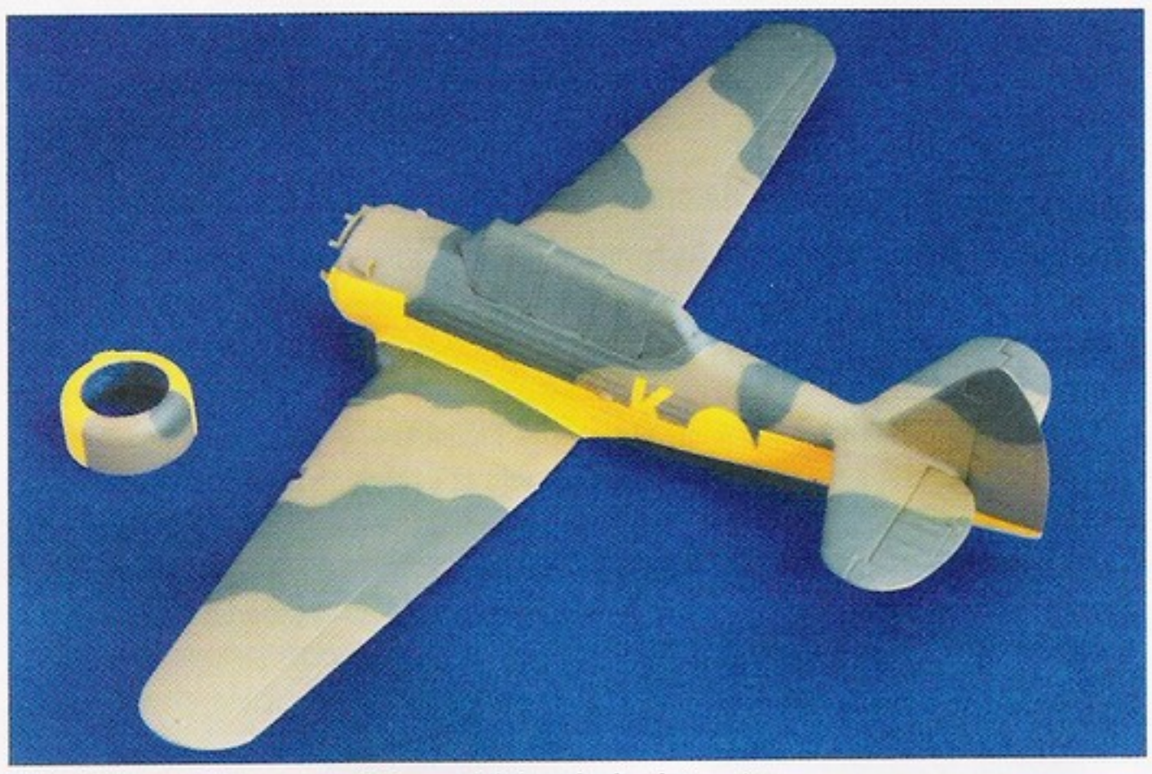


Adding the paper masks to the model prepares it for the addition of the final colour



Each of the paper masks has been fixed with small blobs of Blu-Tack, and the small gap between the surface and the mask is essential

A bit of care is needed to control the deliberate overspray and create a slightly soft edge to the colours. Take care to avoid spraying towards the edge of the mask, which will drive the paint under the lip



With all the masking removed the model does look a lot neater

## Major Construction

It is simplicity itself to wrap the resin fuselage parts around the plastic framework of the cockpit and secure them with superglue. The wingtips were a slightly more complex task. I used an Olfa P-Cutter to remove the plastic tips outboard of the ailerons, making a conscious decision not to use the edge of the full-depth wingtip as a guide. Given the thickness of even the finest blade, doing this would have produced a gap that would have to be filled. The plastic parts of the wing were glued together and when dry I used a solid sanding block to finish the edge to the end of the aileron. It was then a simple task to glue the resin tip to the plastic structure.

I was a bit confused by the layout of the wingtip parts and have to admit I may have got it all completely wrong. Looking at the section of the resin parts it looks as if their navigation lights go on the bottom of the wing, which would then leave a further navigation light on the upper side of the wing inboard of the aileron line. However, if you had lights both above and below the wingtips they would usually be directly above one another, not either side of a major structural component. The instructions were imprecise, so I based my solution on the fact that the kit only shows nav lights on the upper surface. I carved the moulded light off the plastic part and fitted the wingtips on with an inverted airfoil section so that the resin lights were on the top surface of the wing. Superglue was used here and a sanding block straightened up the line from the inner edge of the aileron to the shorter chord wingtip.

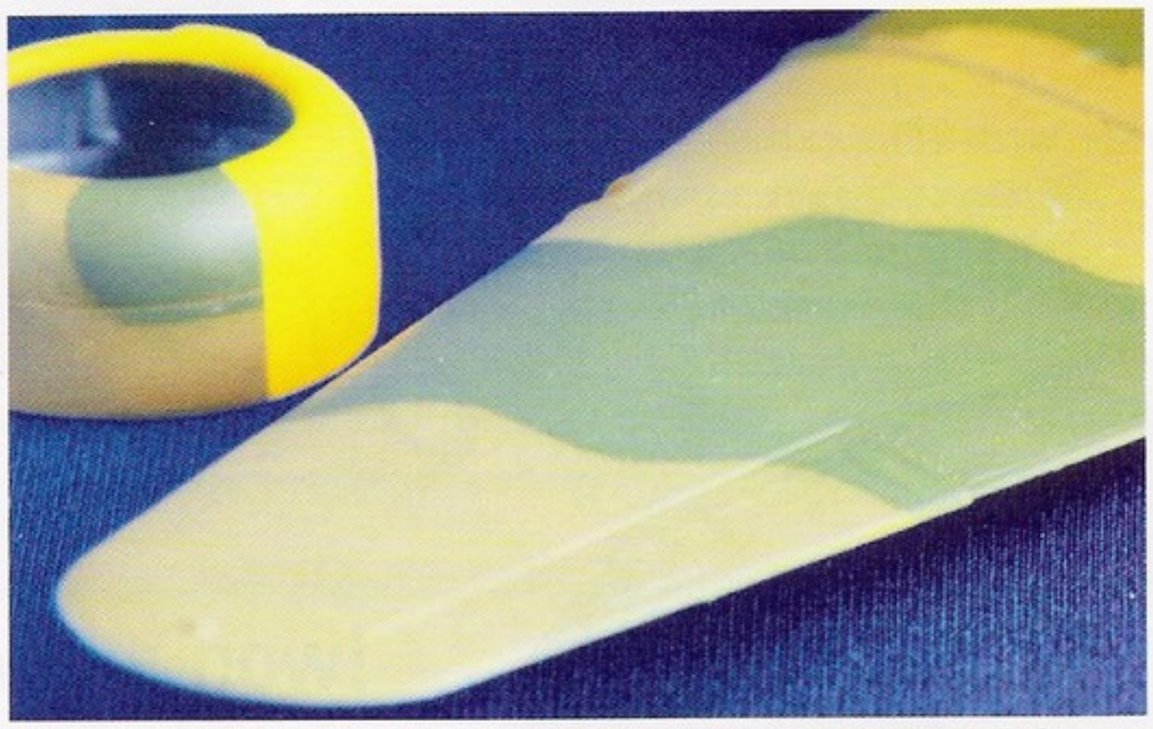
The tail surfaces are taken from the kit without any modification being needed and these lined up perfectly thanks to their interlocking tabs and guided the addition of the MDC vertical tail and rudder.

Work was moving ahead rapidly and next I came to the prominent 'glasshouse' which presented me with a few problems that I could have dealt with better. I used Tamiya masking tape to mask off the transparencies, applied in solid sheets over the parts and then cut through to outline the framing. This kit is pretty dated and the canopy framing is shown by a fine raised line that helps to 'corral' the paint when the framing is brush painted. However, I have become used to a series of modern kits where the overall frame is raised and my first attempt at trimming the masking wasn't entirely satisfactory.

A major point that limited the presentation of the interior detail was the canopy. On the real aircraft the front or student's canopy slid aft over the top of the centre section and the aft instructor's canopy slid forward beneath it. All the problems one has with the canopy of a P-40 or Hurricane are repeated here and no matter how good the manufacturer you just cannot mould an injection moulded canopy to scale thickness. I am sure a vacform canopy is available for the T-6 family, but I couldn't get my hands on one for this project.

A second problem was that after the assembly of the five parts of the canopy, they are collectively a little too long for the fuselage. Just enough to lift the windscreen and create a tiny gap, not enough to be immediately obvious but it really shows up in a close-up photograph. A bit more effort and close examination while the transparencies were being test fitted would have produced a better job.

I employed a new adhesive to fix the transparencies as my supply of Humbrol Clearfix has at long last run out. This was Glue 'n' Glaze from Deluxe Materials, which appears to be a very tacky PVA. I was very impressed with this and will be using a lot more of it in future.



A close-up of the paint demarcations shows the difference between the hard masked (yellow) edges and the slightly soft edges to the Dark Green and Dark Earth camouflage

## Detail Work

Preparing the engine and the undercarriage provided a diversion from the heavy work with the resin parts. The undercarriage legs were cleaned up before they were glued back onto a piece of the sprue which acted as a handle. I am quite impressed by these simple parts, which are very convincing although they are only one-piece items. The same comment applies to the engine; once again it's a one-piece item but neatly produced nonetheless, and ends up looking pretty convincing inside the cowling. The wheels are moulded without any flats but this can be corrected with a few swipes of a file once they have been removed from the sprue and the faint mould line sanded off. To this collection I added the two instrument venturis, the cowling and tail wheel from the MDC resin parts, and the propeller, which had already had its blades painted matt black with yellow tips, properly masked off.

All of these parts were sprayed with Halfords Satin Black as an undercoat and then Alclad II to suit a natural metal appearance. (The venturis were an exception to this, for they are black to reduce the risk of icing up.) Following on from this stage, the wheels had their hubs masked off so the tyres could be painted and the engine had its cylinders masked so the crankcase could be painted grey. The pushrods were painted in satin black and the crankcase bolts and ignition harness ring were picked out natural steel, then all this work was flooded with a black wash to subdue the edges of the paint and give the effect of an oily, hard worked engine.

**The completed radial engine ready for installation. Note the ignition wires from fine copper wire, fitted into tiny holes and left unpainted**

## Colours and Markings

From this point it didn't take long to complete the job. A coat of Halfords grey primer was applied and showed up a couple of tiny areas that needed a bit of work, then the entire underside and fuselage were sprayed with Tamiya Matt Yellow cut with a little touch of red. I then cut masks for the fuselage markings rather than rely on the Kits at War decals - which were superb but I couldn't be sure would end up the same colour as the sprayed yellow. The discs for the roundels were cut with an Olfa circle cutter, the rectangles for the serials matched the decal sheet rectangles, and I applied the yellow K decals onto masking tape and cut around them to get as accurate a shape as possible. These masks were fitted to the fuselage and then the basic yellow sections of the scheme masked out with Tamiya tape to give hard edges overall.

Polly Scale acrylic Dark Earth was sprayed over the top surfaces and I then made my own paper masks to help with the application of the Dark Green. I know of modellers who appear to stir up a dollop of paint, chuck it in an airbrush and dash off a stunning freehand camouflage scheme with the panache of a Jamie Oliver, but I am definitely not one of them. I need as much help as I can get so I concocted paper masks by tracing around the surfaces and copying the camouflage scheme as much as possible. These paper masks are stuck to the model surface with little blobs of Blu-Tack, and this 'stand-off' helps to produce a slightly soft edge to the final pattern. Inevitably there are areas where the masks don't meet up properly, and in these areas the gaps are bridged with pieces of masking tape.

After the masking was removed the model was sprayed with floor polish to give a gloss surface ready for the decals to be applied. Using a new decal manufacturer is always a bit of a trial for you cannot be sure how they are going to work. I found the Kits at War offerings opaque and easy to handle but needed the use of slightly more aggressive decal solutions. I used Aeromaster solutions and was content with the result apart from the fin flashes, which did not mould perfectly around the navigation lights and fin edge.

To finish off, a further coat of floor polish was applied to bring all the surfaces to the same lustre and then a coat of Aeromaster acrylic matt varnish completed the model. A small exhaust stain was airbrushed on and then a few scratches applied to the metal areas with a pewter artists' pencil - not enough to make the aircraft disreputable but just to break the showroom finish.

Final assembly was very straightforward. The MDC cowling was a push fit over the kit exhaust manifold (a swipe of wet and dry around the edge of the manifold would have made life a bit easier) and the propeller was glued in place. A touch of superglue fixed the venturis in place and the navigation lights were picked out with silver paint and Tamiya clear acrylics as appropriate. The pitot head was made from an L-shaped piece of wire glued into a hole drilled in the kit's outer pitot probe.

## Conclusion

All in all a very quick and neat little project, not an extensive or expensive task (as so many projects seem to be these days) and just what I wanted after a few months away from the bench. It now looks very smart alongside my Aeroclub Tiger Moth. Come to think of it, I've got a Flashback Magister somewhere in the loft . . .

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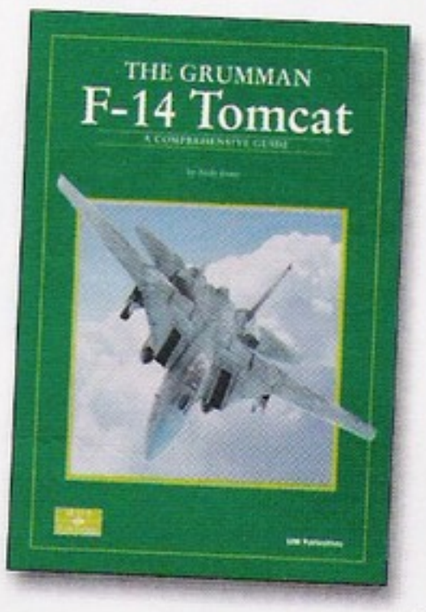


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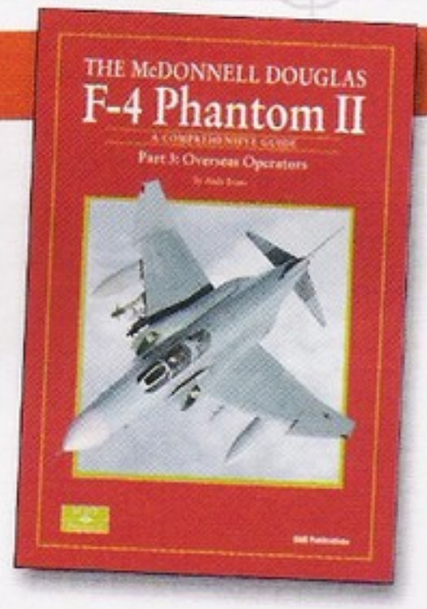


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The book will look at all the squadrons that were to be equipped with the type, the weapons systems that were to have been employed and the colour schemes and markings the aircraft would have carried. A perfect companion for the 1/72 and 1/48 scale Airfix kits.

Following on from this 'essential' book will be an equally 'must have' publication, planned for the middle of next year, the 'Mosquito FB VI Manual', which has been commissioned to accompany the release of the eagerly awaited Airfix 1/24 scale Mosquito FB VI super kit. However, the title has been cleverly designed to provide a modellers manual for ANY manufacturers' Mosquito FB VI kits in ANY scale. Planned publication date July 2009.

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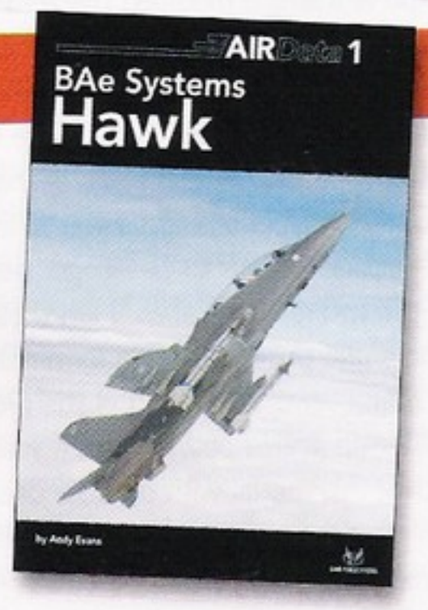


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SAM PUBLICATIONS

BY MICK LOMAX

# Ruslan

## Revell's Antonov An-124

**TECHNICAL DATA**

| Antonov An-124 | |
|---|---|
| Scale: 1/144 | Kit No: 04221 |
| Price: £22.99 | |
| Type: Injection Moulded Plastic | |
| Manufacturer: Revell AG | |
| UK Importer: Revell UK | |
| US Importer: Revell Monogram | |

My normal modelling area is 1/24 and 1/25 cars, and the only aviation model that I have built since my teens was a 1/72 Westland Wessex for a recent club contest, so when the chance arose to build one of the 1/144 civil aircraft for the club stand at the IPMS show in Telford, I jumped at it. There was a good selection on offer of which a few caught my eye including a Boeing 747 and an Airbus A380, but it was Revell's model of the awesome Antonov An-124 that I was drawn to.

### Construction

The first thing I did was to have a good study of the instruction sheets and run through the list of paints required. Revell offer several choices for the modeller, allowing in-flight, kneeling, and various 'doors open' arrangements. There is also a selection of five liveries and my choice was to use the Heavy-Lift/Volga-Dnepr *Operation Christmas Child 2003* scheme for this build, and I was able to gather plenty of photographs of the actual aircraft, RA-82045, being built. The first thing I discovered from my research was that this aircraft did not use this livery after 2000. All the photographs I found from 2001 onwards do not have the *Operation Christmas Child*, logo or the, Heavy-Lift, name and logo on the aircraft.

After cleaning up the parts, I did a dry assembly of the cargo deck and side panels to check for their fit. This was the point where the actual size of this model became a reality with its 47.8cm long fuselage and 50cm wingspan. The cockpit is a single moulded piece to which decals for the control panels are added, but these I decided to leave off as they would not be seen through the tiny cockpit windows. At this stage of the build, the instructions invite you to fit the rear steps to the upper passenger deck and the two gantry cranes. I left these off for now and put them aside for painting and fitting towards the end of the project. Another tip at this point is that if you are building this model with the rear doors open omit the door section, which sits in the roof of the cargo deck. This will make it easier to mask up for painting and adding the decals later on.

The main parts of the fuselage come in two halves with a panel for the underside of the fuselage. I did have a couple of alignment problems along the top joint of the fuselage halves, and if I build another An-124 I will spend more time on this. Before you fit the lower panel of the fuselage, add some weight underneath the cargo deck as in the instructions. I forgot to do this until it was too late, but in the end this has proved not too big a problem.

Luckily, I jumped ahead on the instructions at this point and decided to make up the nose section to see how it

The interior structure includes a complete cargo bay and a tiny cabin aloft

Building the model with its nose in the closed position will require some adjustment to the kit parts

The engine assemblies made up nicely, but required a little filling when attached to the wings

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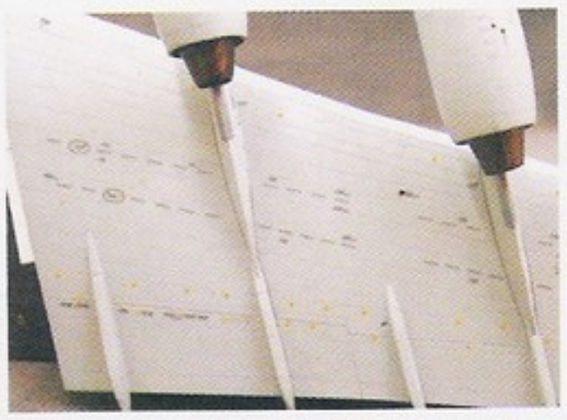
Painting in progress, and some dry fits prior to decalling

Some seventy decals were involved in the rudder and tailplane assembly

Stencilling on the wings – a task much beloved of Mr Angus McDonald, reviewer of this parish, when the kit first came out



A closer look at the mass of decals on the lower wing – what can it all mean!

looked on the fuselage. When I tried it in the closed position, it was discovered that the nose and main fuselage do not match up correctly, with the fuselage being wider then the nose assembly. This problem has been commented on before on modellers' forums and the general solution has been to trim the cargo deck braces and the lower fuselage panel to get the correct size. As I was modelling the aircraft with the nose open, I did not bother with altering the fuselage to fit.

The wing construction on this model was fairly straightforward and with the assistance of the good old clothes peg, they went together without any problems. The engines are a simple construction with the combustion chamber built and painted prior to fitting into the engine housing. I chose not to fit the front turbine and inlet until the engine housing was painted.

Once you have reached this stage of the build, the instruction sheet has the modeller fitting the main wings and tailplanes to the fuselage. I had been doing some dry fitting of the wings at this stage and noticed how awkward it was to handle the model so after some thought, it was decided not to fit the wings until after the painting and decals were finished, and in the end this proved to be a wise course of action.

The nose section was finished off with the front undercarriage bays fitted and the mounting arms for the nose in the open position. These arms can break easily when test fitting the nose to the fuselage, so drill a hole through each one and insert a short length of wire for some extra strength. It is easier to do this now than later once one has been accidentally broken, as I discovered.

## Painting and Markings

Revell has provided a total of five different liveries for this model including Volga-Dnepr, Heavy-Lift and Volga-Dnepr, Polet Cargo Airlines, Aeroflot, and the Russian Air Force. I chose the Heavy-Lift Volga-Dnepr livery and built version five with the nose and rear doors open. Firstly, after giving them a final check over, I primed all the wings and fuselage using a couple of coats Tamiya's White Fine Primer holding the wings in clamps by the mounting tongues. The nose, rear doors and main undercarriage doors were just given a couple of coats of primer as there was no need to do any masking to them at this stage.

The fuselage was masked and given a few coats of Gloss White using Tamiya's aerosol paint, as this was to hand at the time. The lower half of the fuselage and the wings are painted with a mix of Revell's 75% Light Grey silky-matt (#371) and 25% Grey silky-matt (#374) from the Aqua Color range and after a couple of coats, I ended up with a pleasing finish. This new acrylic paint range has a very quick drying time compared to the enamel paints and generally only needs water for thinning. I use a small amount of cellulose thinners in the water to help prevent the paint clogging the airbrush nozzle.

Next, the wings and rudder had their front edges masked and brush painted with silver from Revell's pre-mixed airbrushing enamel range. For enamel paint, this dries fairly quickly and goes on with smooth and thin coats when applied with a brush. The remaining areas for painting on the wings were masked up and brush painted using white on the elevators and ailerons and red on the wing tips. The end of the nose was also masked and sprayed with a darker grey (#374) as for the livery on the aircraft modelled. I then finished off any remaining areas to be painted on the fuselage, wings and all other parts left to be assembled later in the build.

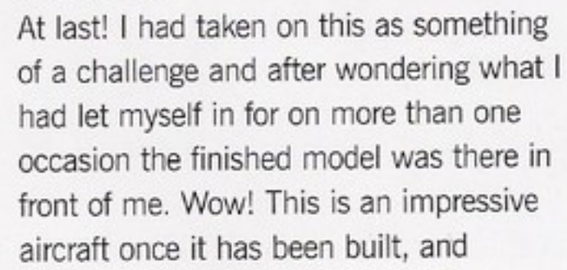
Decalling was the part of the build that I had been dreading since I first opened up the box on that fateful club night. The decal sheet is almost the same size as the box the kit came in and with a quick count on the instruction sheet, I calculated that there would be about 600 individual decals to be applied to the model. To break myself in easily, I started by adding all of the Red crosses, which go onto panels on the rear wings and rudder. This required nearly seventy decals to be applied and once this was done, I finished off the last few items to go onto the rear stabilisers. Now I was ready to start on the first of the main wings.

My strategy for this was to cross off each decal shown on the instruction sheet as I applied them to the model's wings so that none were missed. Time taken was about three and a half hours with a final tally of 258 decals on the first wing. The second wing was decalled a couple of days later once I had recovered from doing the first and then all of the wings were given a coat of Johnsons Klear for protection.

The fuselage livery decals were applied with some help from Micro Sol and Micro Set solutions. I started with the diagonal stripes from the rudder going across the fuselage. From this you get the positions for the horizontal stripes along the fuselage running to the front and rear. The stripe running along the side to the nose is in two sections, with the rear halves having two different choices depending on whether you are doing the joint Heavy-Lift/Volga-Dnepr livery or Volga-Dnepr livery. This is when I discovered that the two sections of decals for each side are too short to fill the length of the fuselage leaving a gap of about 3mm between them. Luckily you can cut a section from the unused spares to fill this gap. I do not know if there is a similar problem with the decals used for the other liveries in this kit.

## Final Assembly

The wings were fitted to the fuselage and supported to hold their position whilst the glue was drying overnight. I was pleased to find the following day that there were hardly any gaps where the wings joined the fuselage and only a tiny bit of filler was needed. The front and rear undercarriage gear, with the front support legs for use when the aircraft is in the kneeled position, were assembled and glued into position. Once these were dry, the rear undercarriage bay doors, loading ramps and other doors were added and to finish off the assembly, the nose section was glued in the open position with the hydraulic rams holding it open and the last of the support legs fitted to the underneath of the front loading ramps. After looking at the model, now that it was completed, I thought to myself that it was too clean looking, so an application of Promodeller's weathering wash was added to bring out some of the panel lines on the fuselage and wings.




The upper wing is a breeze by comparison, with barely sixty decals in evidence

The smart livery stripes make a big difference to the finished model

## Conclusion

At last! I had taken on this as something of a challenge and after wondering what I had let myself in for on more than one occasion the finished model was there in front of me. Wow! This is an impressive aircraft once it has been built, and placing it on a display stand, I can stand back and be proud of what I have done. Yes, this is a big model for its scale and there are a few minor problems with both the fit and the decals, but putting these aside, the choice of build options and the different liveries available makes it an excellent model, in my opinion. Would I build one again? Yes, I would like to have a go at one of the other options in the kit, and if you do decide to go out and buy one then be sure to take the time and apply all the decals to the wings, for the end result is well worth the time and effort.

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# 24-hour Finnish

## Building Heller's Fouga Magister in a day

Most of us experience modellers' block from time to time - you know that feeling when you want to want to build, but you just don't feel like it. The big project that you've been working on languishes untouched on the bench, nothing in the stash looks enticing, and TV talent shows that you'd normally ridicule become compulsive viewing.

I returned from SMW this year in exactly such a funk. Normally I come home from model shows inspired and eager to hit the workbench, but by mid-December I hadn't so much as touched a kit, let alone glued anything together. Partly I felt burnt-out from a period of intensive modeling activity in Autumn, but modellers' block can hit anytime and for no apparent reason.

On this occasion, the cure was a *Blitzbau*. Regularly hosted by the Unofficial Airfix Modellers Forum online, it's a 24-hour build – that's a model built start-to-finish in a 24-hour period rather than 24 hours of actual modeling time. The subject kit and the extent of the project is wide open.

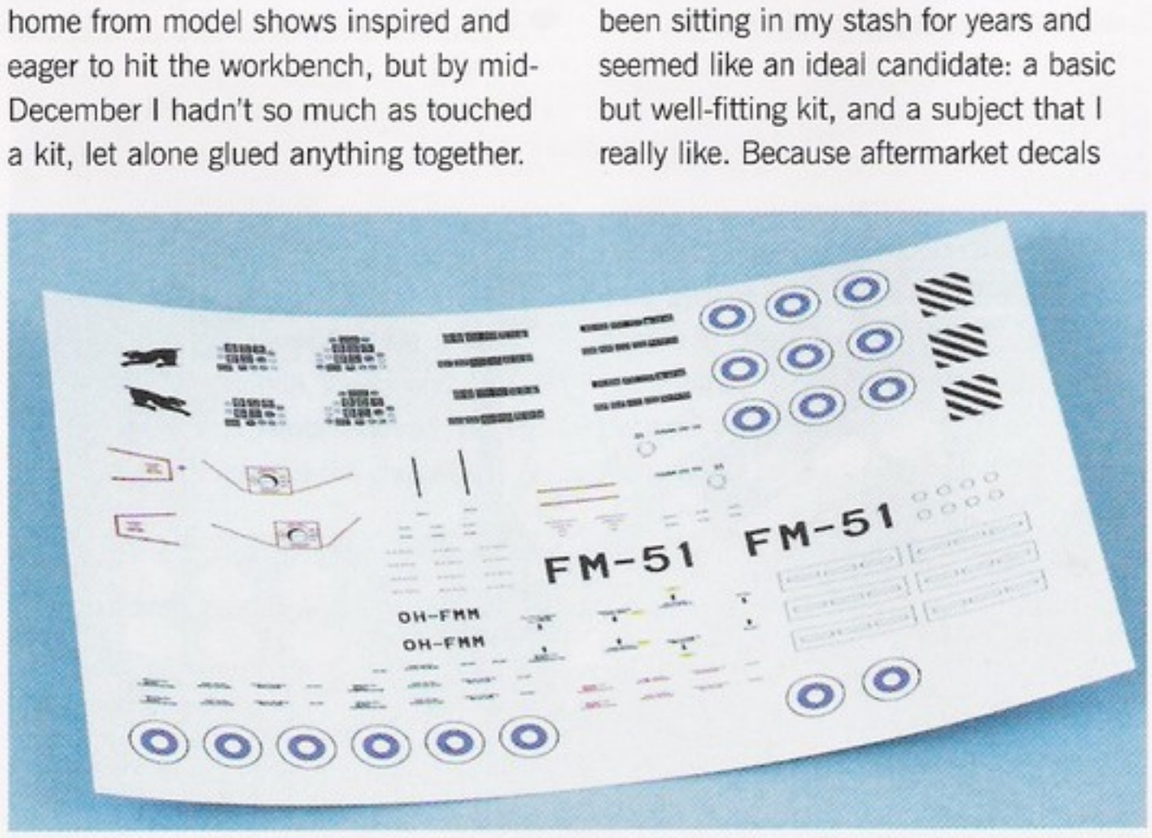
Heller's 1/72 Fouga Magister had been sitting in my stash for years and seemed like an ideal candidate: a basic but well-fitting kit, and a subject that I really like. Because aftermarket decals are allowed in a *Blitzbau*, I researched various schemes and settled on a Finnish example, for which I drew up artwork and output them on my ALPS printer.

Inevitably with a 24-hour deadline, some compromises have to be made. However, to derive any satisfaction – or fun – out of the project it would have to attain certain self-imposed standards. Super-detailing the cockpit was out of the question, but proper alignment and the removal of all seams was essential. The raised panel lines would have to be sanded off and rescribed, but there'd be nothing added to the undercarriage or wheel wells. The scheme I chose was natural metal, which added a further level of complication, but there was absolutely no weathering on the real aircraft so I could live with a clean paint job.

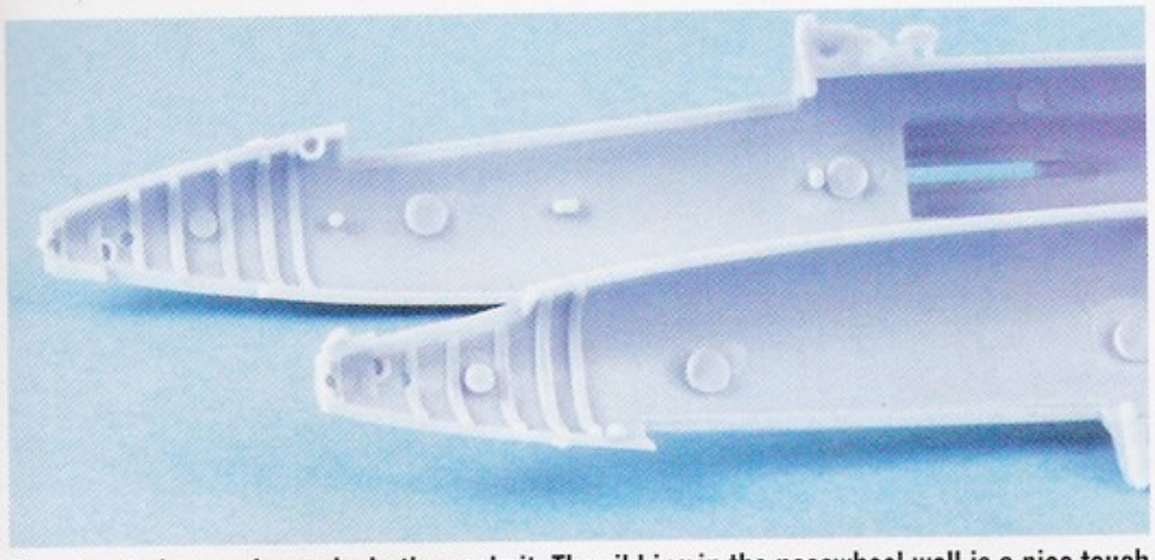
Any modelling project requires planning and preparation, but it's an absolute necessity with a *Blitzbau*. Before starting I checked that the kit was complete, and that I had all of my reference photographs printed out and to hand. The airbrush was thoroughly stripped and cleaned, paint levels checked and all the necessary tools collected. The batteries on the Dremel and camera were charged. I also made a few reminders-to-self on the kit instruction sheet. New Years Day 2009 was chosen for the build; not only was I off work and had no other major commitments that day, I liked the idea of having a kit completed right at the outset of the year.

**TECHNICAL DATA**

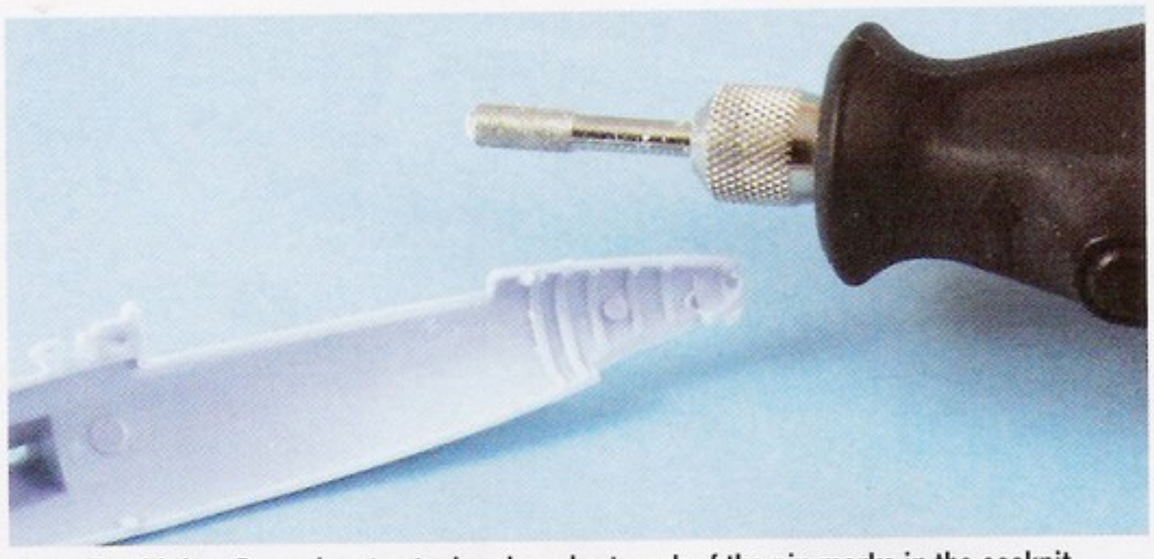
**Fouga Magister CM 170**
Scale: 1/72
Kit No: 80220
Price: £4.99
Type: Injection Moulded Plastic
Manufacturer: Heller
UK Importer: Creative Models




**The home-made decal sheet includes the airbrakes for the wings. The diagonal markings on the right were intended for intake FOD-covers which I didn't have time to make**



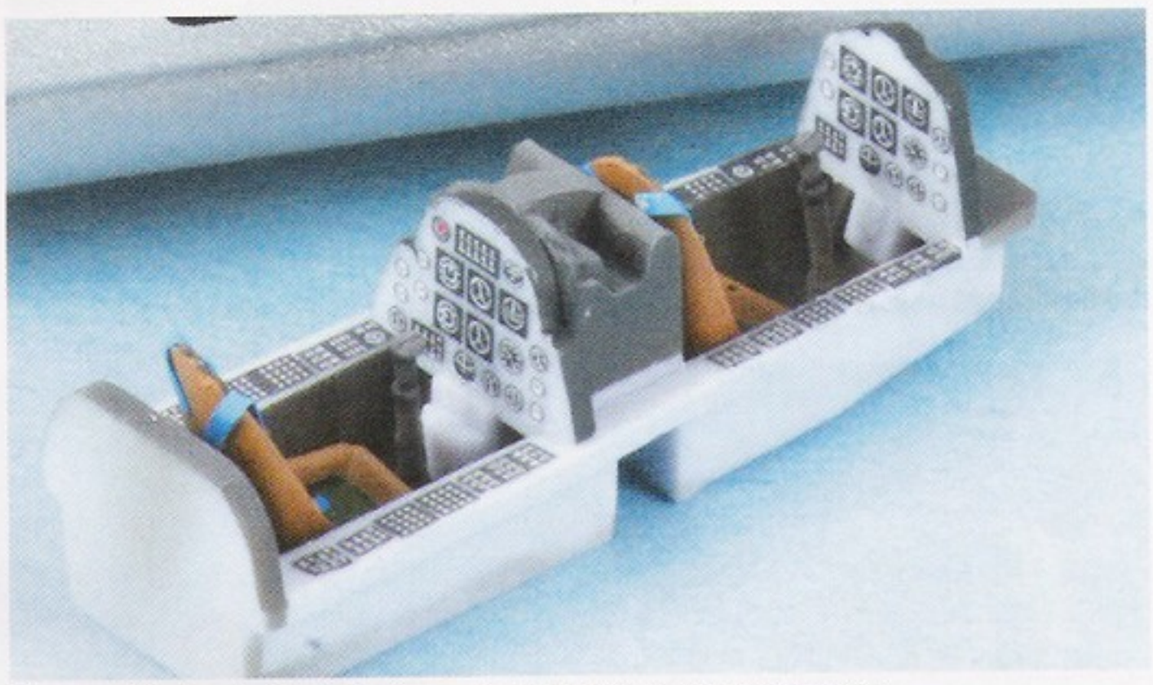
Prominent ejector pin marks in the cockpit. The ribbing in the nosewheel well is a nice touch but is virtually invisible once the fuselage is assembled



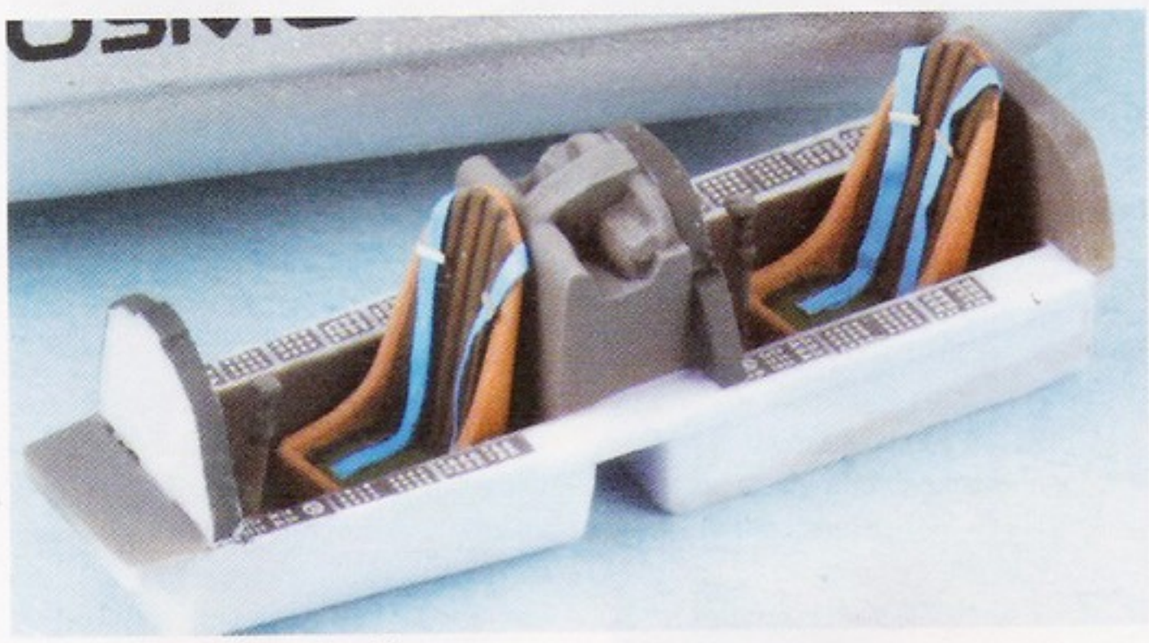
A grinding bit in a Dremel motor-tool makes short work of the pin marks in the cockpit

Work on the cockpit progresses. There's no need for nose weight in Heller's kit

Most Magister cockpits appear to be black; RLM66 dark grey was used on the model. Two styles of wingtip fuel tanks are supplied



The completed cockpit tub. Instrument panels and consoles are decals



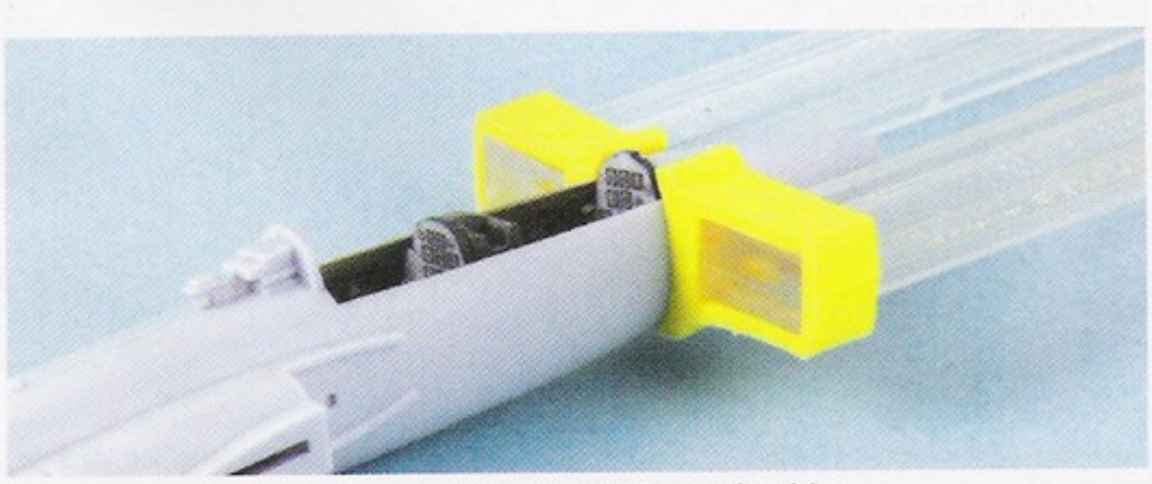
My those seats look comfortable…

## Day 1

**11:34 – 12:04**

The first task was to dip the clear parts in Future so they'd be cured in time for painting later, but immediately I ran into a snag. Although I'd checked the canopy was in the box, I hadn't looked at it closely. The clear part was badly scratched inside and out, so I proceeded to sand and polish out the blemishes. The inside of the canopy was toughest because it was too narrow to access with my fingers, and I resorted to wrapping the sandpaper around a thick paintbrush handle. It took about 25 minutes to achieve a satisfactory result, at which point the parts were dipped in Future and left to harden.

A couple of prominent ejection pin marks were removed from the cockpit walls using a Dremel, then the basic cockpit tub parts were cleaned up and assembled. A few spurious sidewall details were added using sprue and plastic card, just to add visual interest through the large canopy.



Some pressure is needed forward of the cockpit while the glue dries

**12:04 – 13:17**

The clear coat on the canopy was dry enough to mask, for which I used ParaFilm. The canopy was then airbrushed dark grey as was the cockpit. Because of the need for speed, all airbrushed paints used were Gunze lacquers which dry almost instantly and are immediately solid enough to mask. For smaller parts, which could be brush-painted, I used Vallejo acrylics. Despite looking like something from a '73 Ford Capri I went ahead and used them as is. I had no clear references for a Magister seat but from external shots of the aircraft it looked as if they were brown with olive-drab and green cushions.

At this stage I also glued the wing halves and drop-tank halves together.

**13:17 – 14.10**

Lunch break!

**14:10 – 15:10**

The cockpit tub was assembled and painted. I'd made instrument panel and console decals beforehand so these were applied, then seat straps from foil were added and painted blue, adding a splash of colour to the cockpit. Finally I dry-brushed the various parts to bring out some of the detail.

**15:10 – 15.33**

With the cockpit tub in place the fuselage halves could be glued together, and as with most Heller kits I've built they fit fairly well. At this stage the forward undercarriage leg had to be trapped between the two halves, which was a little tricky and left the fragile part exposed for the rest of the build and liable to be snapped off accidentally. Amazingly it survived the entire build.

**15:33 – 15.50**

The wings were attached, taking care to get the angle symmetrical.

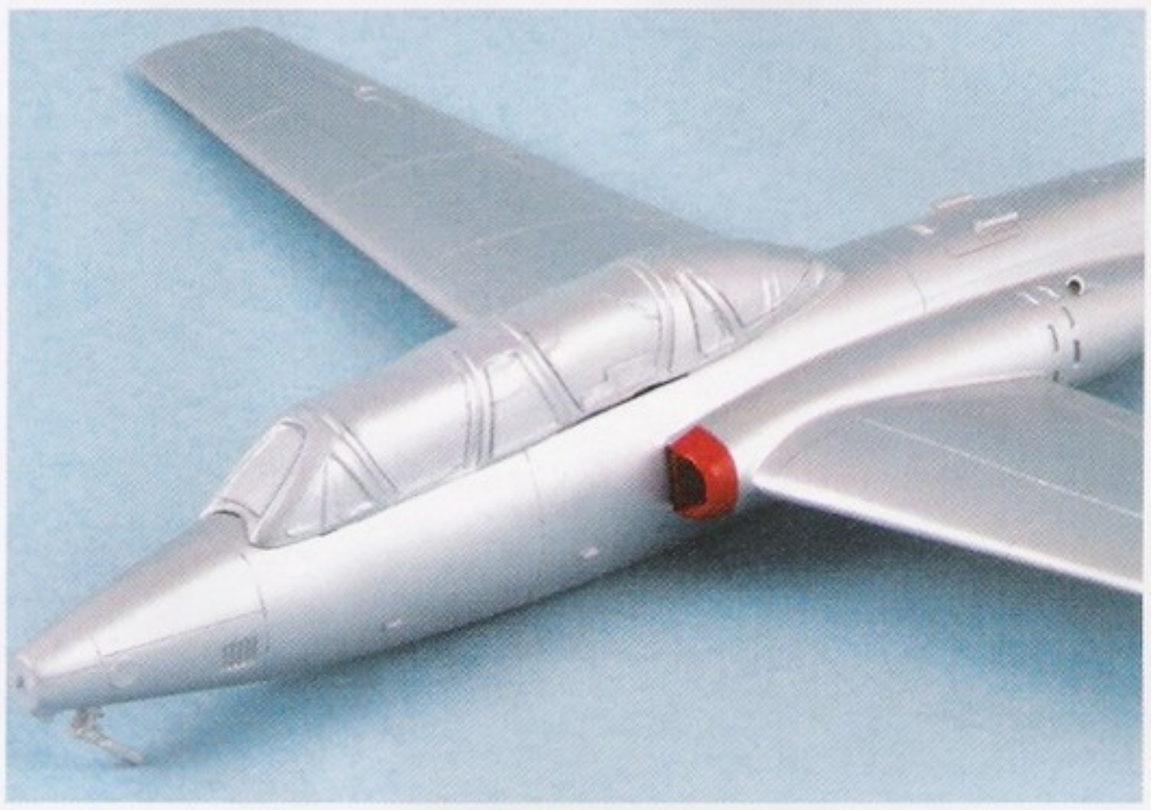
**15:50 – 16:52**

The next hour was spent cleaning up the seams and generally tidying up the airframe. Superglue with an accelerator was used for filling; there wasn't a lot to

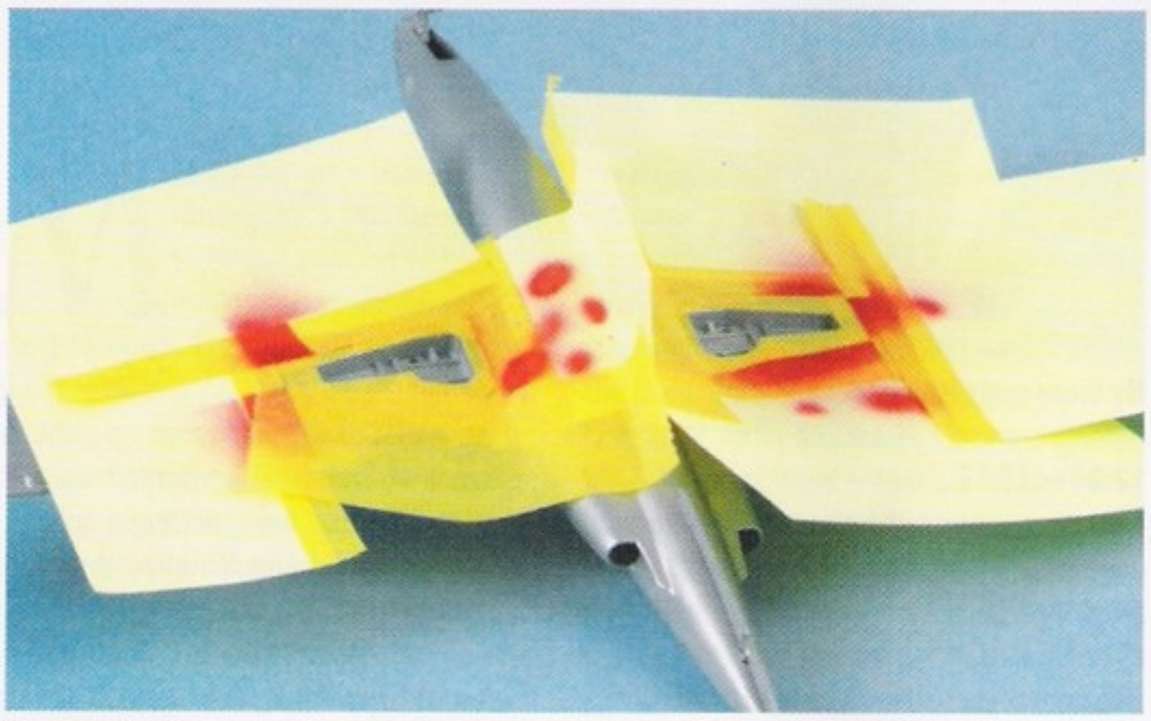
The airframe is beginning to take shape, although the tail fins will be attached towards the end of the build

A coat of Tamiya primer applied straight from the rattle can provides an excellent base for Alclad

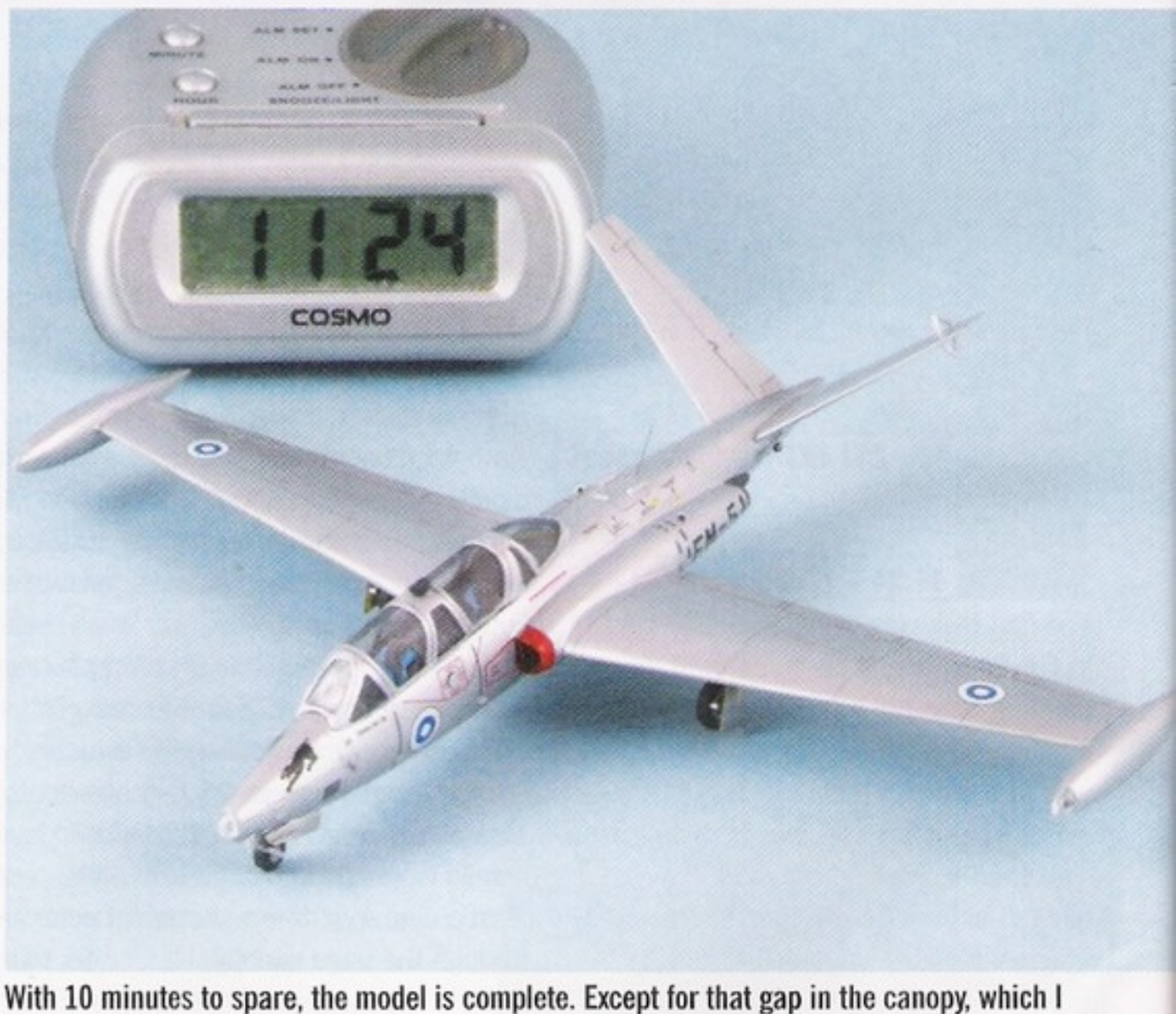
The end of the first day's build and the model is almost ready for decalling to begin



Red intakes add a spot of colour



The wheel wells are masked off with Tamiya tape, Post-It notes and ParaFilm. The insides of the gear doors are airbrushed at the same time




With 10 minutes to spare, the model is complete. Except for that gap in the canopy, which I just couldn't live with…

A seam of PVA glue and a touch of silver enamel corrects the canopy gap

Symmetrical alignment of wings, tail fins and undercarriage needs careful attention, despite the short time frame

be done, but fairing the intakes into the fuselage and getting a smooth wing-to-fuselage transition took some care. A lot of the raised detail was lost in the process but since I'd be rescribing it was no real problem.

### 16:52 – 17:52

Garlic tomato pasta and a glass of red wine. Nice.

### 17:52 – 20:37

For the next stage I took the model upstairs and spent some time with my wife watching TV. I also used the time to rescribe the model, at least the major panel lines. There aren't too many on the kit to start with, and the plastic's fairly soft so the process went smoothly. Once all the lines were recessed I buffed the model with progressively finer polishing cloths prior to painting.

There are a couple of intakes on the rear fuselage which Heller moulded as solid pieces, so I made new ones from slivers of plastic tube.

### 20:37 – 21:16

As I'd be applying Alclad for the natural metal finish, a primer was required so Tamiya's Fine Surface Primer was sprayed directly from the rattle can. I can't say enough good things about this stuff. It evens out to a silky smooth finish, dries in minutes and is strong enough to be masked. It also showed up a few minor imperfections so these were sanded out. I left the tail-fins and drop tanks off until the very end of the build to facilitate handling the model.

### 21:16 – 21:47

Providing the necessary preparation of the plastic has been done and a primer applied, applying Alclad is no more difficult than any other airbrushed finish – in fact in some ways it's easier. I used Polished Aluminum on the Magister, building up the density with lightly airbrushed coats. Again, the paint is dry almost immediately, so I followed up with a coat of heavily thinned Future as a sealant, and as a base for decalling. This would have to wait until the next day – with around 9 hours of work behind me and the model painted and ready to decal, I figured I was in good shape for the 24-hour deadline.

## Day 2

### 07:00 – 07:53

First task of the day was to mask and spray the intake edges in gloss red, followed by the painting of the wheel wells. I find it easier to mask around the outside of the wells and spray inside them, as opposed to painting the wheel wells first and then having to mask the insides.

### 07:53 – 11:24

A lot had to happen in the last few hours. I brush-painted all of the smaller detail parts such as wheels, undercarriage components and periscope and set them aside.

Decalling the model was the next (and longest) stage. I'd made decals to represent the airbrakes on the wings, and as these were the largest elements I applied them first using Micro Set to aid positioning. The solvent must have reacted with the Future and both decals went milky white. There followed some anxious minutes as I waited to see whether it would clear, and although it took a while it did eventually evaporate and the decals looked fine. Once I'd determined that there was no lasting damage I applied the rest of the elements, including as much stenciling as I'd been able to identify on photos of the aircraft. Since the stencilling was in Finnish and illegible on the Internet photos, I'd typed gibberish for the small blocks of wordage; fortunately it was too small on the model to read.

Normally after the decals have dried I wash the model down with soapy water to remove any traces of solvents, followed by a final coat of Future. However I was rapidly approaching the deadline and had to forego this stage. Instead I spent the final half hour attaching the undercarriage, drop tanks, lights and fins. With a stretched sprue whip aerial sprouting from the rear fuselage I considered the model complete, with ten minutes to spare.

Overall, given the time constraints, I was happy with the result, except for a glaring gap in the canopy on the left side. The next day I took some PVA white glue and sealed the gap followed by a coat of silver paint, which looked infinitely better. I also washed the plane down. Not strictly within the time limitation, but at least I could live with the model now.

Since completing the Magister I've got back into the habit of modelling. The sheer act of completing something is one of the best stimuli to continue building. Admittedly there are areas I'd normally have spent more time on and ways I could have improved the model, but the *Blitzbau* achieved its objective and cleared my modelling block. Just as positively, there's also one less unbuilt kit in the stash, and one more 'finnished' model in the cabinet.

● SAMI

BY LUKASZ KEDZIERSKI

# Modelling to the Max

## Building the Trumpeter 1/32 Yak-18

OKB Yakovlev commenced work on the Yak-18 (NATO codename Max) after the end of WW2 when it became clear that contemporary trainers such as the Polikarpov UT-2 were rapidly becoming obsolete. The first prototype flew in 1947, quickly passed state certification trials and was put into mass production. Approximately 4,000 airframes were built in the Soviet Union, China (designated CJ-5) and Hungary. Apart from the air forces of those countries under Soviet influence, large numbers of Yak-18s were delivered to paramilitary organisations such as the Soviet DOSAAF and civil aeroclubs. The basic airframe gave rise to several variants of the Yak-18, such as the Yak-18U, with tricycle undercarriage, the Yak-18A with AI-14R engine, the Yak-18P, -PM, and -PS – all single-seat, aerobatic aircraft - and the Yak-18T, a four-seater.

The first fifteen Yak-18s were delivered to Poland in 1951, followed by thirty more in 1952 and an additional ten in 1955. All aircraft were extensively used in military pilot schools alongside other types such as the UT-2, which the Yak-18 progressively replaced in units, the Polish-built Junak-2, a licensed version of the Po-2, the CSS-13 and the Yak-11. The last Yak-18 was decommissioned in 1960 and several ex-military aircraft were transferred to civil aviation clubs where they were successfully used until the late 1970s.

The type found its way into the annals of Polish aviation not only as a reliable basic trainer, but also as an aircraft that was used by four cadets of one of the squadrons of the Deblin Pilot School to escape from communist Poland, an event that caused quite a stir at the time. During the night of 23/24 July 1956, four cadets secretly took two Yak-18s and flew them across the southern border, over Czechoslovakia, to Austria, where they safely landed. The aircraft were returned a few days later, but the pilots understandably stayed abroad. The entire unit was punished for their endeavour and stripped of the title of best training unit. Several high-ranking officers were fired and eight cadets, best friends of the escapees, were expelled from the school. However, the incident demonstrated how effective the Polish military pilot training system was, since four young pilots without much experience were able to take off successfully during the night, navigate for several hours over an unknown terrain and safely land at their planned destination point.

Just a bit of aviation trivia for you, let's move on the kit!

**TECHNICAL DATA**

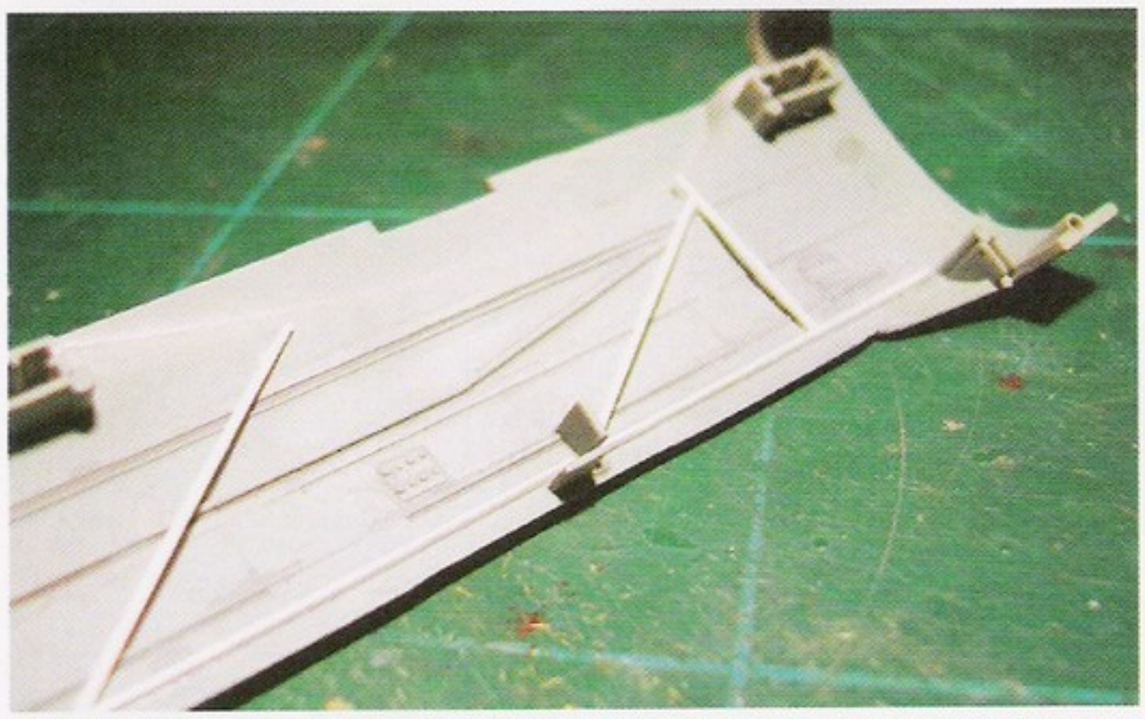
| Yakovlev Yak-18 Max |
|---|
| Scale: 1/32 |
| Kit No: 02826 |
| Price: £26.95 |
| Type: Injection Moulded Plastic |
| Manufacturer: Trumpeter |
| UK Distributor: Pocketbond |
| US Distributor: Stevens International |

### The Kit

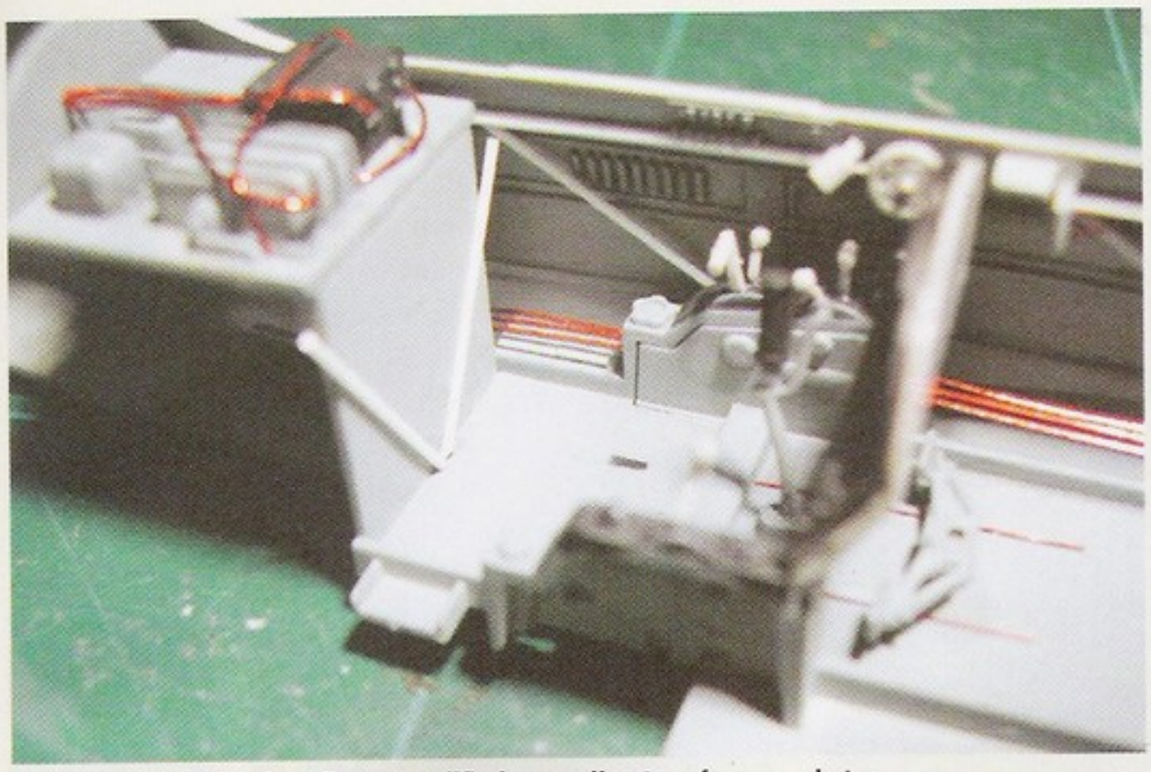
Upon opening the box I was quite impressed with the content. One small and two large sprues hold all the major parts, while a transparent piece contains a very thin and clear canopy in five parts, plus instrument panels. All the parts feature recessed panel lines and a good dose of Trumpeter's famous rivets and overdone fabric effect on the wings – although in my opinion it looks good under a coat of paint. An engine cowling is provided in either clear or solid plastic, and there is also a photo-etched fret with parts for the very annoying control surfaces hinges and some levers for the cockpit, which are also provided in plastic and look much more convincing.

There are also vinyl tires and unfortunately these are not featured in plastic as I am not a big fan of them. Marking options are provided for Korean, Soviet and Chinese aircraft, all sporting the green and light blue colour scheme.

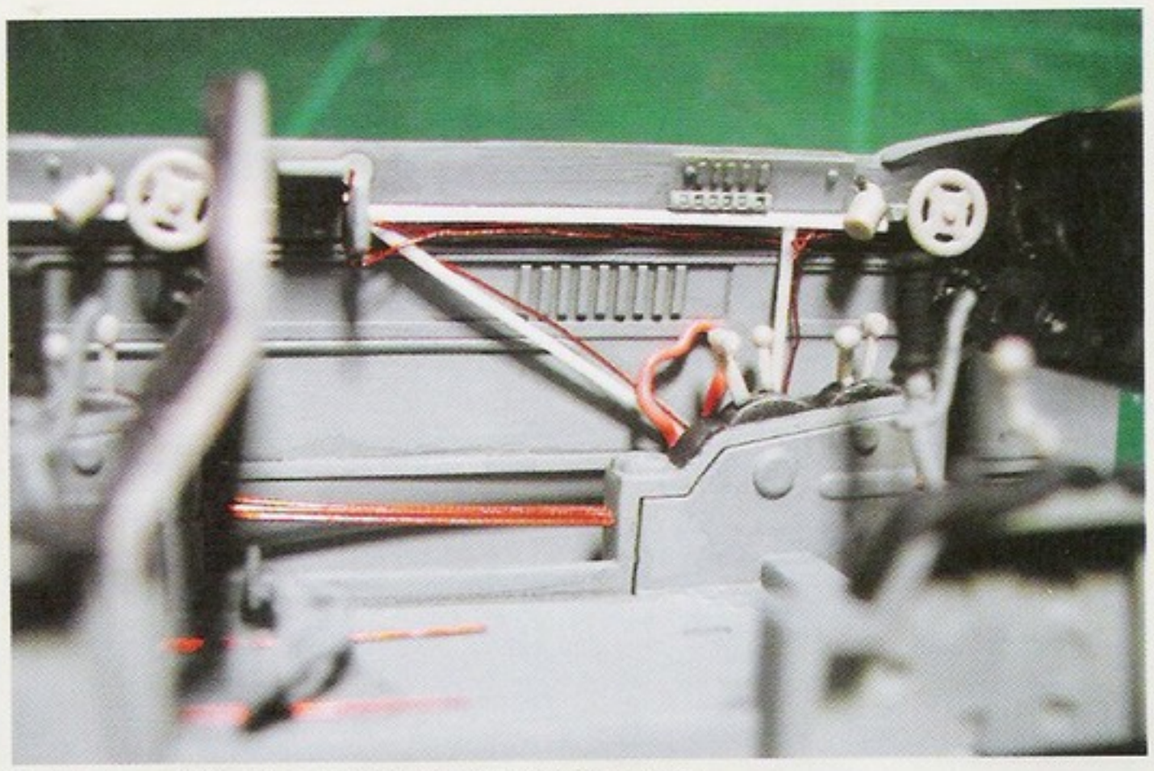
Overall, it seems like a very comprehensive package, however, closer inspection reveals several shortcomings. There are two areas that really disappoint. Firstly, the cockpit is rather plain and needs some extra work. Secondly, the engine compartment lacks a lot of detail, which is surprising considering that one of the options is a clear cowling. I can understand a lack of smaller detail, but one major omission is an oil tank that is located behind the



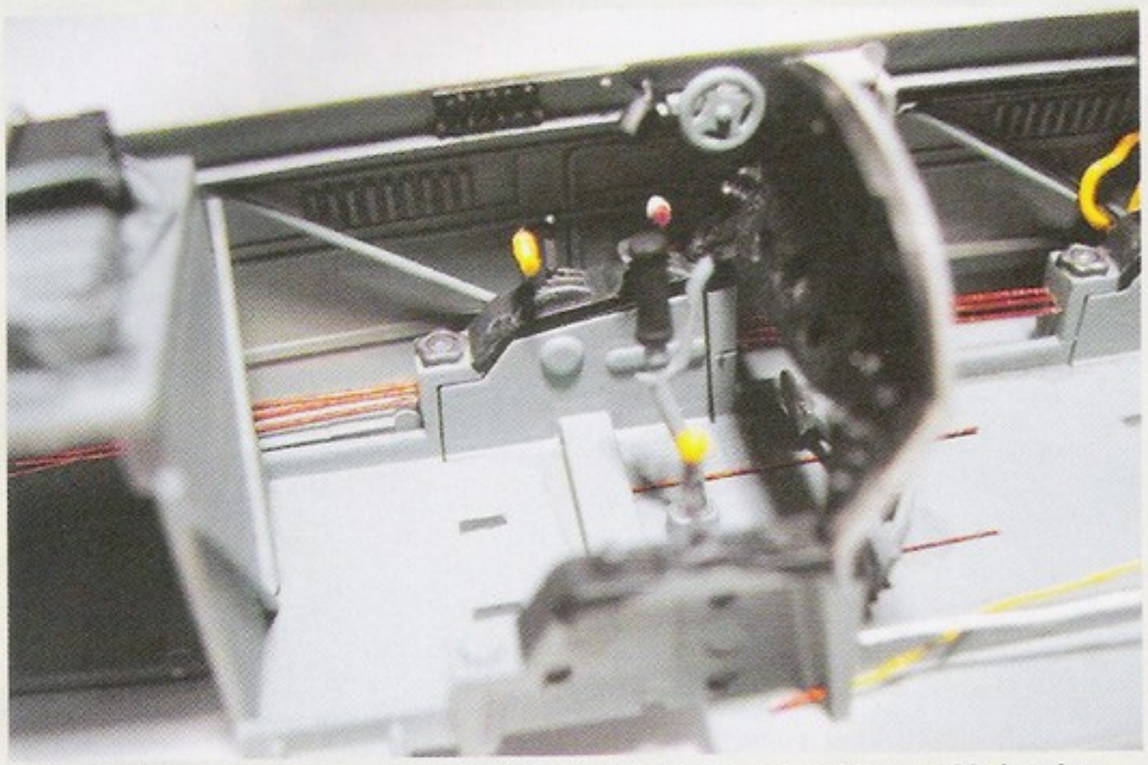
**Structural elements were made from Evergreen strips and rods and added to the cockpit sidewalls**



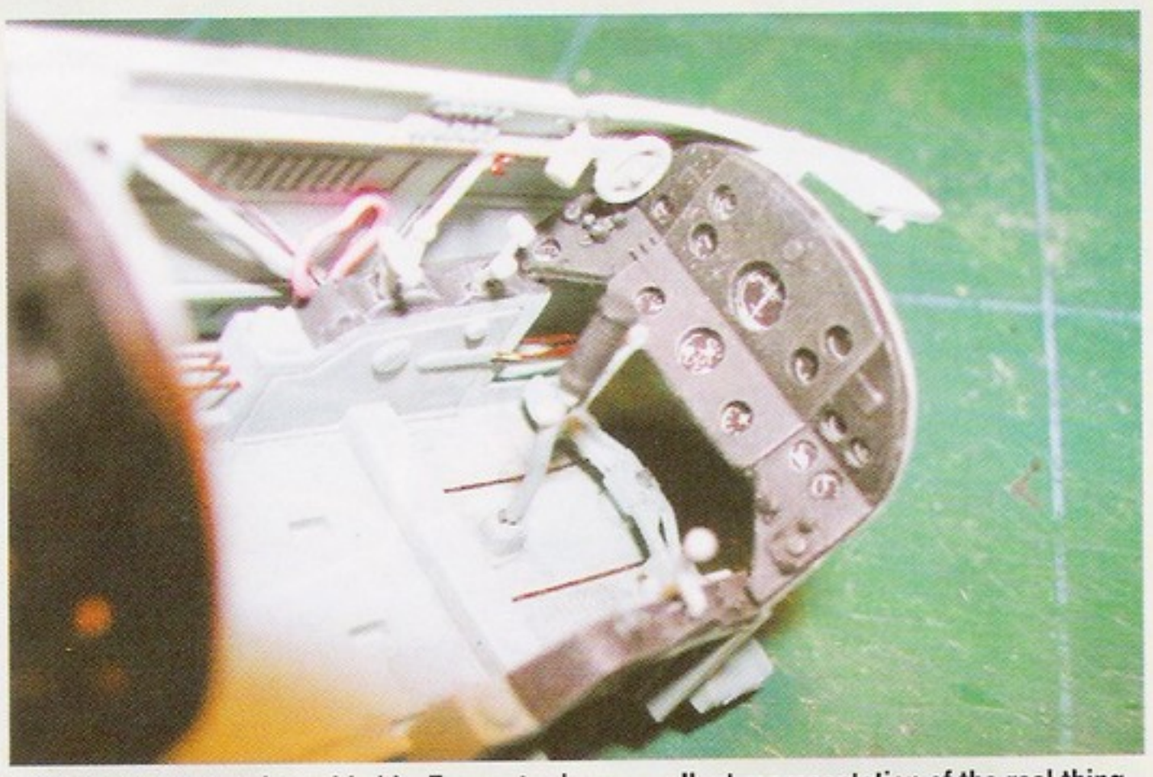
The rear cockpit back wall was modified according to reference photos



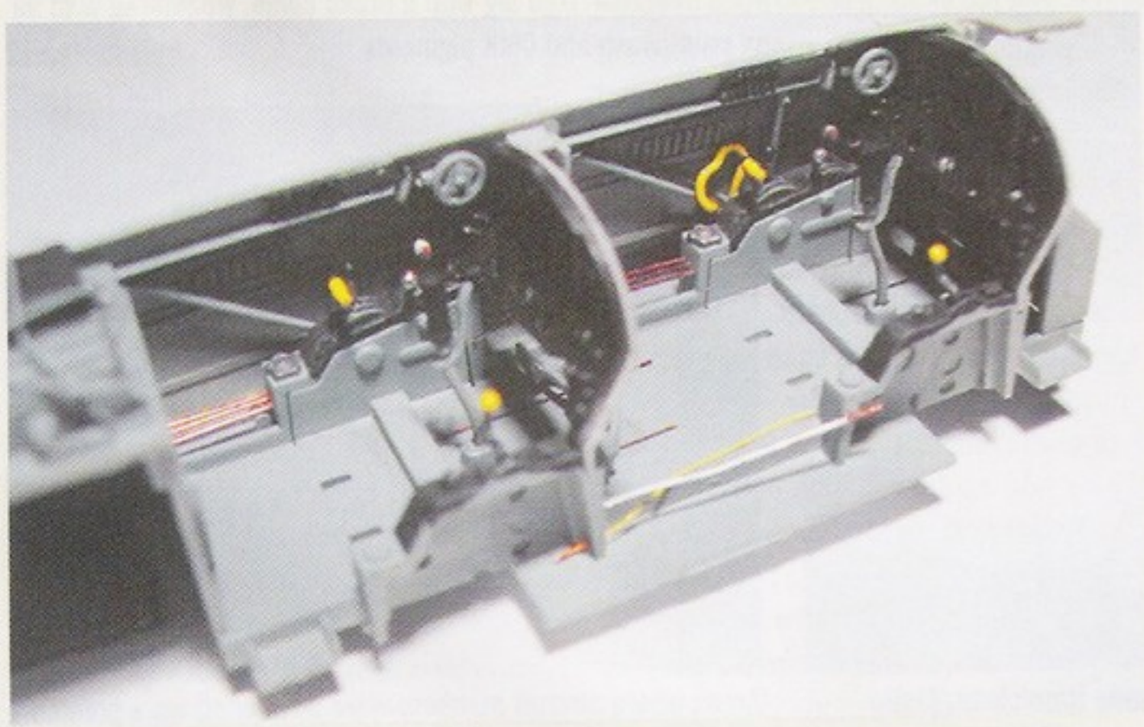
The front cockpit with extra wiring and structural details



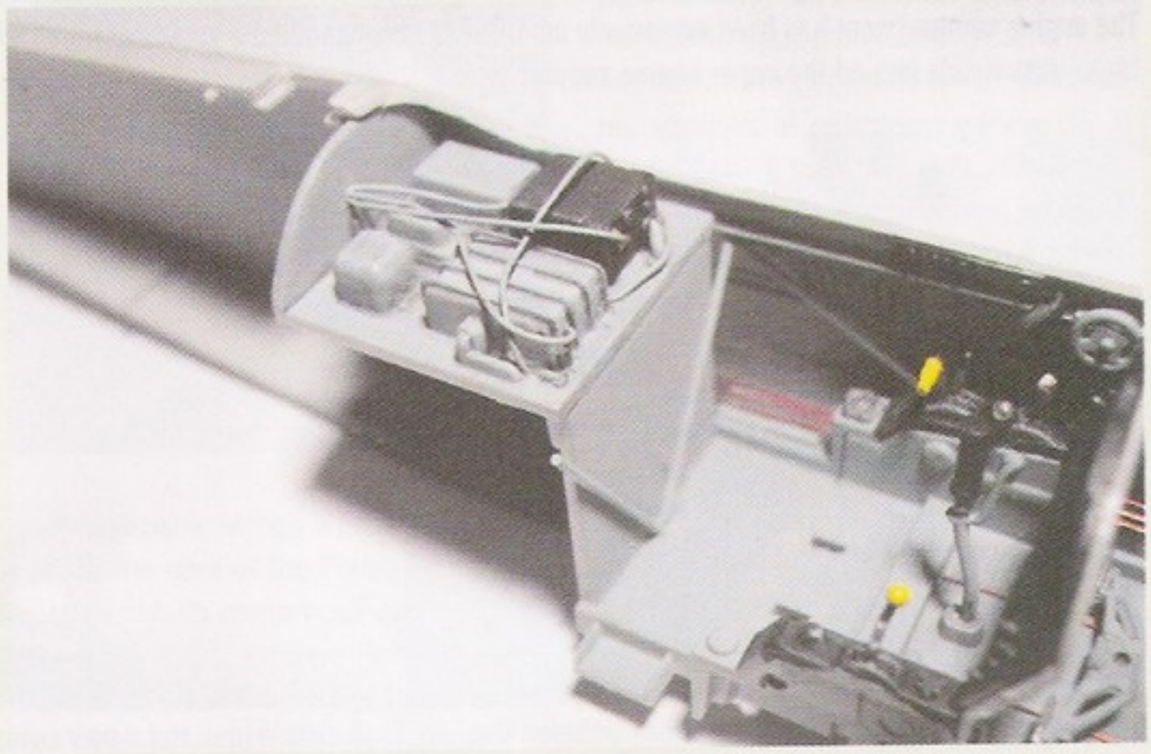
A view into the rear cockpit – a smart presentable appearance is evident, and in keeping with the high standards expected in a flying training squadron



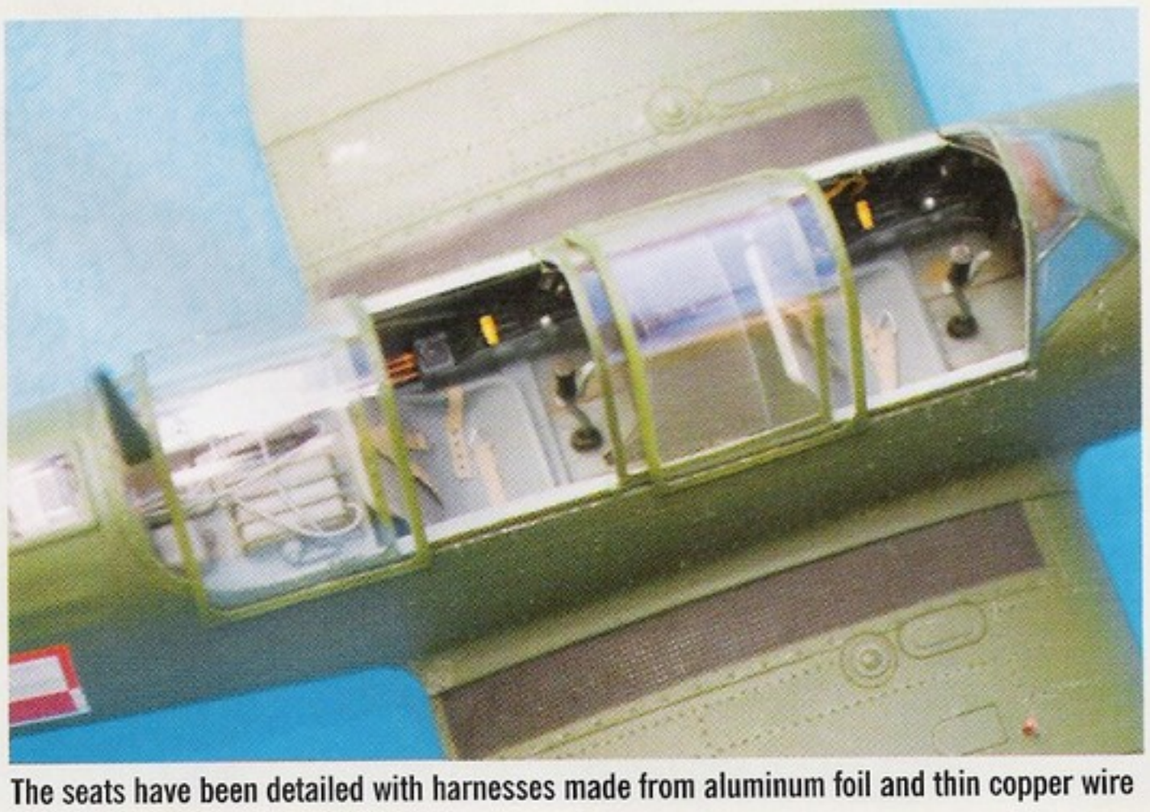
The instrument panel provided by Trumpeter is an excellent representation of the real thing



The completed cockpit following painting



The rear shelf holding radio boxes has been enhanced by the addition of extra wires

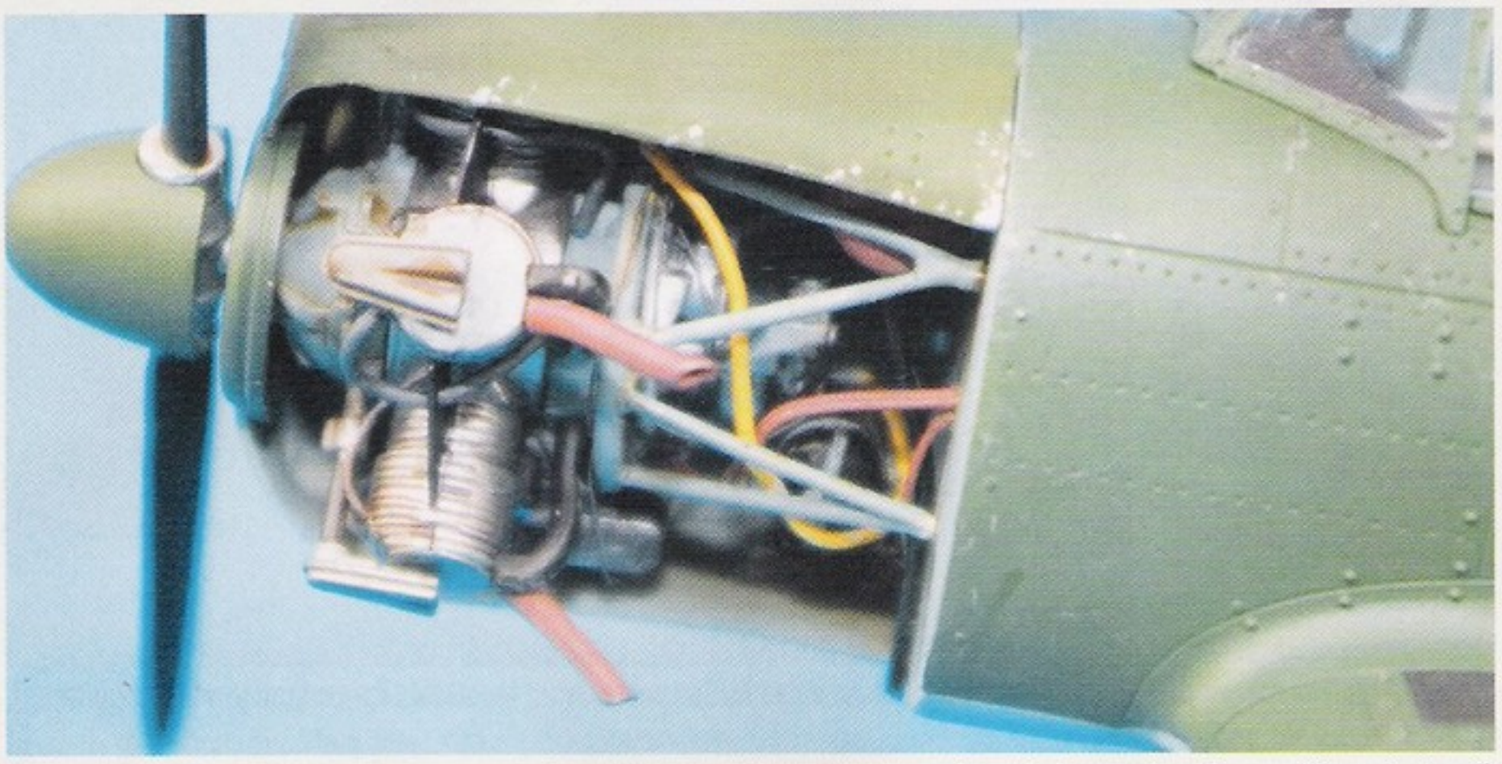


The seats have been detailed with harnesses made from aluminum foil and thin copper wire

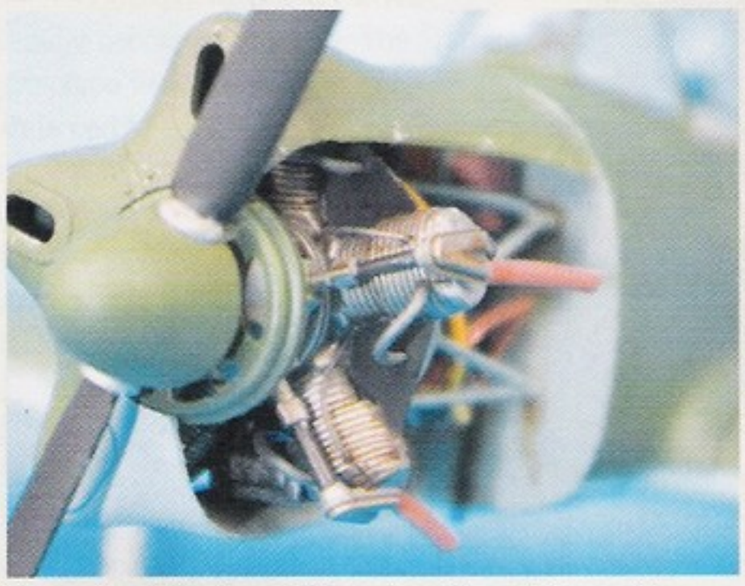
White 16s following masks removal

All the additional details are clearly visible through a large and clear canopy

Main undercarriage leg with a brake cable, weathered with an oil paint wash and CMK pigments



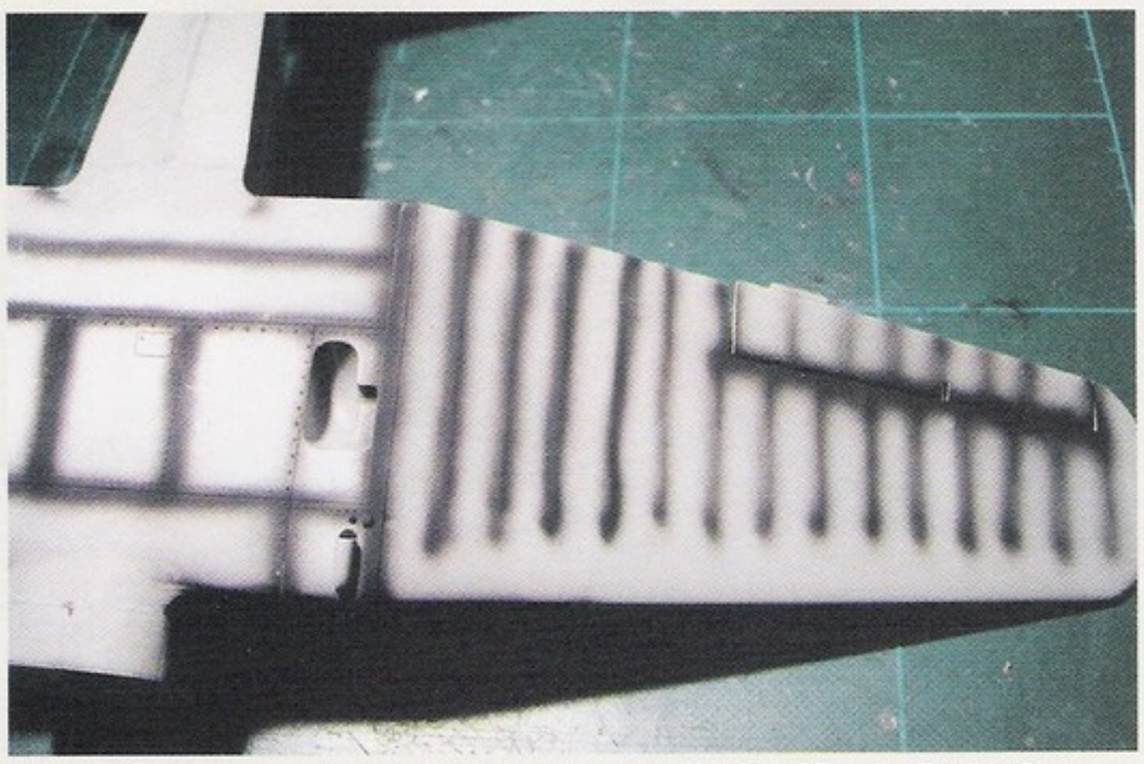
The engine compartment has been extensively modified to accommodate a variety of pipes and cables, and the missing oil tank - just visible behind the upper engine support strut



The engine following addition of partitions between the cylinders and ignition cablesz

A simple lens and a new cover made from clear plastic sheet greatly enhance the appearance of the landing light

Areas where aircraft numbers were positioned were painted white and masked using 3M masking tape



Undersurfaces were pre-shaded with black prior to application of Russian Topside Blue

engine on the firewall, which shows up on every photo I have seen.

I decided to have a bit of fun with this kit and add detail to the cockpit and engine, leaving the latter exposed without a cowling. I am not aware of any aftermarket sets for this kit, so everything had to be scratchbuilt. For this I needed references, and again these are not that easy to find. Fortunately, Rossagraph of Poland published *Model Detail Photo Monograph No.11* covering the Yak-18. This is really all you need, with plenty of photos of an airworthy Yak-18 flying in Poland and a small selection of period photos. Also worth having is issue 4/2006 of a Russian language magazine *Aviacya y vremya*, and if you want to know all there is to know about Polish Yak-18s then the magazine *Lotnictwo z szachownic* has a two-part feature (issues 11 and 12) with photos and colour profiles, comprehensively covering the subject matter.

## Construction

I started with the cockpit, and this initially received a coat of Humbrol 64 followed by a black wash. Looking at the reference photos it was clear that the fuselage structural detail and some wiring running alongside both sides of the cockpit were missing. These were fashioned from Evergreen rods and strips and copper wire, respectively. Once painted they really added to the overall look of the cockpit and were rather easy to do. Photos also showed that the radio compartment on the rear shelf behind the instructor's seat is covered with wires hooked up to different radio boxes. These were made from copper wire and painted grey. The only other thing that needed to be done was the addition of seat harnesses. For this purpose, I like to use aluminium foil (from a wine bottle) that was cut into thin strips in which I drilled some small holes before dressing them up with a thin wire. These were painted Gunze Sail Colour and fixed in place with superglue.

Once the cockpit was done and painted, everything moved forward rather rapidly, and in a couple of evenings I had the entire fuselage and wings assembled and ready for painting. As I mentioned above, I intended to leave the engine exposed. The idea was to paint and finish the model first and have it ready for the engine that would simply be attached to the front end of the fuselage. Before I could start painting, though, I needed to make a new firewall from plastic sheet and mark the attachment points for the engine frame using the kit's part as a template. There were just a few other modifications to the airframe. I added a landing light in the port wing leading edge (Trumpeter provides an empty space there), mechanical indicators for the undercarriage position on the upper surface of the wings and drilled holes in the horizontal and vertical stabilizers to accommodate rigging later on.

My Max was going to sport Polish markings and *Lotnictwo z szachownic* provided me with all the info I needed. I decided to depict White 16, serial number 5402, from the 5th Training Aircraft Squadron of OSL-4 based in Krzewica in the mid-1950s. This particular aircraft crashed on the 6th of September 1956 during a routine test flight, killing both crew members. There is not much colour variety since all the aircraft were painted dark green on the upper- and light blue on the undersurfaces. I used Model Master Russian Topside Blue for the undersides and Humbrol 116 US Dark Green for the upper surfaces, followed by post-shading with lighter shades of green, particularly on fabric covered surfaces. All the markings had to be sourced from

my decal bank, which was relatively easy in the case of the Polish national insignia, which came from various Techmod sheets. However, I could not find suitable white 16s and I needed four of them. I enlarged the magazine's colour profile to 1/32 and used it to cut out masks from 3M masking tape. Areas where the numbers were to be positioned were painted white prior to the application of the main camouflage colours and masks duly applied. Following decal application the model was weathered with CMK pigments, raw umber oil paint wash and silver pencil, and then sealed with Humbrol Satin.

This left me with the engine compartment. I started detailing with the oil tank, fashioned from an appropriately shaped piece of plastic scrap. Braces were made from Tamiya masking tape and the whole thing was painted red-brown and attached to the firewall. The M-11FR engine featured partitions between the cylinders that were made from a plastic sheet in my model. Photos show that each one of the partitions had an extension on top made from what appears to be a piece of leather. I have not made these, since all my attempts at representing them (I used masking tape, aluminium foil, tissue paper) looked ridiculous, so I just gave up. Ignition wires and some other plumbing were added according to photos and the engine was painted, fixed to the support frame and attached to the firewall. The area behind the engine was filled with a variety of wires and pipes, and I tried to replicate the busy look as best I could based on references, but a lot of it is just my modelling licence.

Ironically, once everything was done, I looked at the model and concluded that it just did not look right! It looked ugly with the engine so exposed and had lost all its appeal for me, so it was back to my spares box where I had already buried both cowling parts. These were painted and fitted, but I decided to remove two panels to show some of the work I had done on the engine.

## Conclusion

This is a nice addition to my Yakovlev aircraft collection, although I would prefer to have it in 1/48 but I am not aware of any Yak-18 kit in a quarter scale. Trumpeter pick some rather unusual subjects for their kits, some of which might not appeal to everyone, but they get a thumbs up from me for this one.

● SAMI

# Feedback

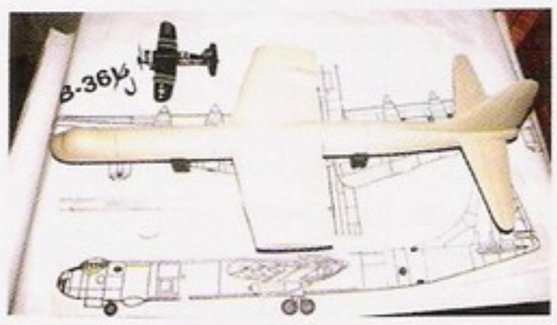
## Big Business

Here's a brief update on a couple of current projects for you. The 1/48 B-36J master is complete and in hands of C&H Aero. I'm finishing up brass main gears now.

The C-87/KC-97 fuselage, tail, etc. has been test-poured and is being sorted out. This will be a conversion kit for the 1/48 Monogram B-29.

The Martin Mercator – also in 1/48 – has been moulded and I'm building the first test shot. This will be a complete kit for C&H Aero. No release date on these projects yet, but I'll send some pictures as I go. This has been time-intensive but fun!

I have been doing these projects for C&H. That end will be the market source, and they are working towards production along with the normal C&H catalogue.



**Bob Hampton**
Idaho

**C&A can be found at*
*www.candhaerominiatures.com*
*Email: info@ candhaerominiatures*

● SAMI

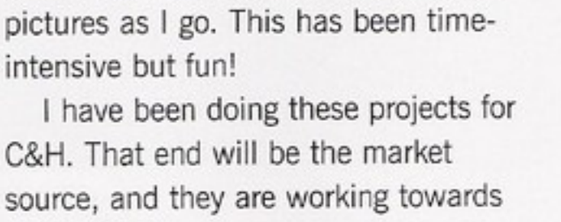
## Zero Points

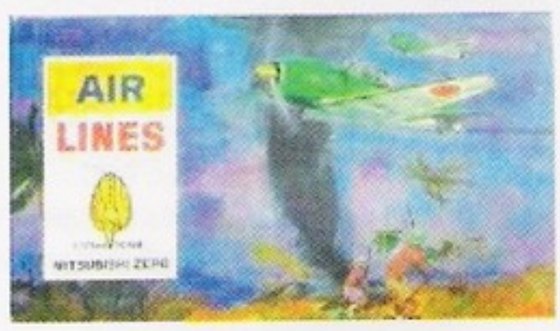
Ah so! The Japanese gremlins seem to have attacked the 'Brand New Zero' article in the March 2009 SAMI with a vengeance! For a start all the captions on p.275 apply to the profiles on p.276 and vice-versa! Also apropos of the profiles, aircraft #132 on p.275 was an A6M7 and the crosses were green surrender markings; the unit markings on aircraft #12, p.276 were spurious, probably applied when flown in America post-war.

In the article text, reference is made to updated versions A6M4 and A6M5 going into production; the A6M4 never went into production and I think this should have read A6M3 and A6M5. Also the A6M7 was built by both Mitsubishi and Nakajima (roughly 7 times more by the latter company), but only Mitsubishi built the two A6M8 prototypes, a Model which did not enter production.

**P. Starkings (IPMS (UK) JASIG Member)**
Leeds

● SAMI





**Readers' Feedback**

The views expressed in this column are not necessarily those of SAM Publications. Readers' address details must be supplied but we will publish them only if the letter is considered to be a request for assistance or further correspondence from the readership.

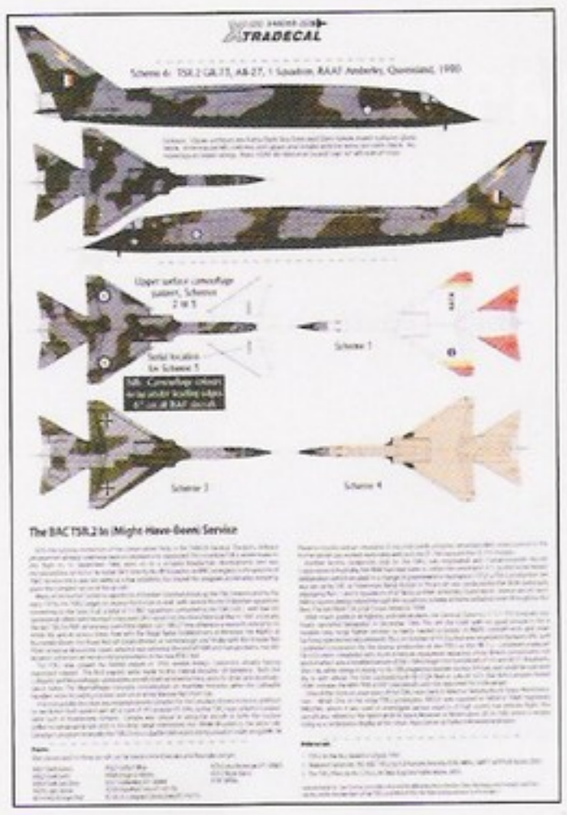
This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add to, update or revise such articles.

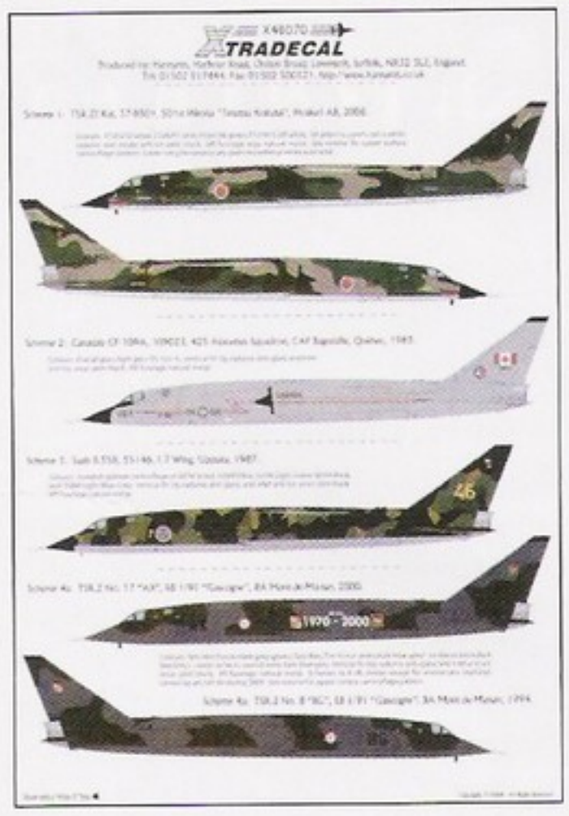
**Send Your Letters To...**

Please send your comments, questions and feedback to the editorial address, clearly marked 'Feedback'.

# Do the Swedish Splinter!

I just wanted to say how much I enjoyedt your feature on the 'what if?' TSR.2 In RAAF colours. It looked absolutely stunning. I thought that the aircraft would have been kitted in the anti-flash white of the prototype to keep the purists at bay, but your reviewer, with the help of a magnificent paint job, some underwing stores and ultimately good old fashioned imagination, made the aircraft look so purposeful and potent. I was so impressed that I went out as soon as I read the article and reserved a TSR.2 at my local model shop. You'd have thought that it would have stopped there, but oh no, today my fiancée bemoaned the arrival of a second TSR.2! 'What are you going to do with that one?' she said. This one is going to be painted in an RAF camo scheme with some serious hardware under the wings, and the third... third!?!! Yup, I've ordered a third! You may think that this is all a tad excessive, but the article really opened my eyes to the endless possibilities with this airframe and why I got into modelling in the first place, for the sheer fun of it.



## Global Emil

I have not built a 109 in German markings for years. Thanks for the great article (Emil and Gustav in Captivity, Dec. 2009). I plan several aircraft in anything but German markings. My friend wants a Mexican Air Force hack circa 1945-6 as a 'what if?' and I do have the decals to make that happen!), especially now that I have the the Kecay book that you reviewed several issues back.

**Frank Herbert**
**Arizona, USA**

By the way, I know the photo is not good, but it shows the aircraft pretty well...

● **SAMI**

## Cessna Question

Apologies for a belated comment on the February '09 edition of SAMI, but I've only just got back from the USA to find my copy.

American Patrol, page 171, features a photograph that is probably miscaptioned. The top left image is of a sort of Bleriot, apparently built by Clyde Cessna in Wichita. It states that JONES is painted beneath the left wing for 'Jones' Aircraft.' It may look like 'Jones' in the USA but my eyes in the UK think it reads 'PINES.'

This is not a complaint, just an observation. As the early aircraft attributed to Cessna is a relatively exotic topic and for probably 95% of your readers this one article will be the only one we'll ever see I'd like to get some sort of clarification. If it is indeed 'PINES' then is it 'Pines Aircraft?'

My main interest is Swedish military aircraft, but thanks to SAMI I now have an ever-expanding loft and library and an increasingly vigilant wife! And I don't even think about the armour or Can Am cars... Best wishes

**John Peto**
**Via Email**

● **SAMI**

# Events

## APRIL

### Saturday 4th

**Sword & Lance 2009**
presented by Darlington Military Modelling Society at the Arts Centre, Vane Terrace, Darlington DL3 7AX. 10.30am to 4.30pm. Model and Militaria displays, Demonstrations, Trade stands and Open Model Competition. £2.00 Adults, £1.00 Senior Citizens and Children. Colin Holmes, 127 Dinsdale Crescent, Darlington, DL1 1EZ. 01325 489801 email colin.holmes@whsmithnet.co.uk

### Saturday 4th

**Abingdon Model Show**
Larkmead School, Faringdon Road, Abingdon, Oxfordshire. 10am – 4.30pm. Contact Simon 079208 75480 or Alan 07666 91207

### Saturday 4th

**MOSQUITOCON 2009**
Presented by New Jersey IPMS at the Wayne Police Athletic Hall (PAL), Wayne, New Jersey. Theme this year is: 'Between the Wars 1919-1939'. Contact Big Bill Schwarz 732-567-3724 (no calls after 9pm) or email tomcatter53@optimum.net. Keep watching our website www.njipms.org for updates

### Sunday 5th

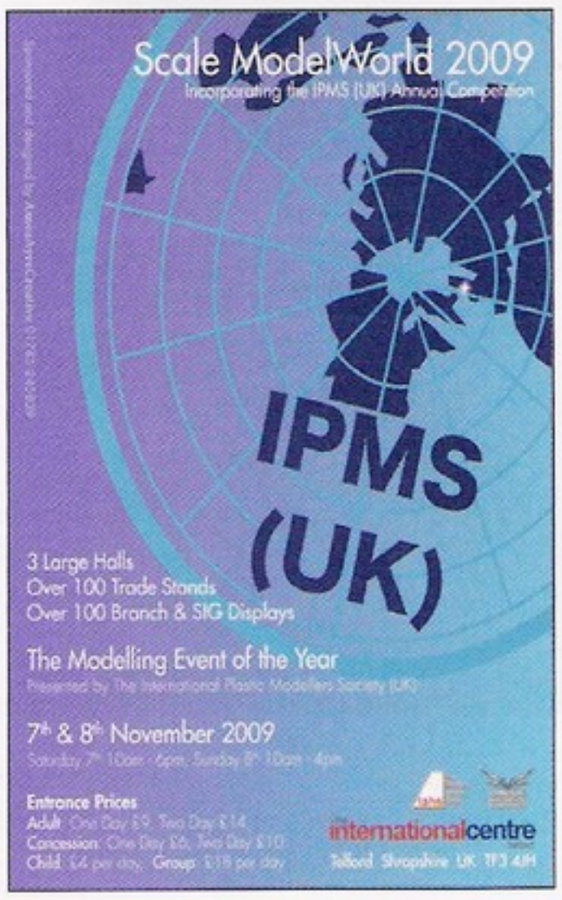
**Shropshire Model Show**
RAF Museum Cosford. Contact 01939 270481

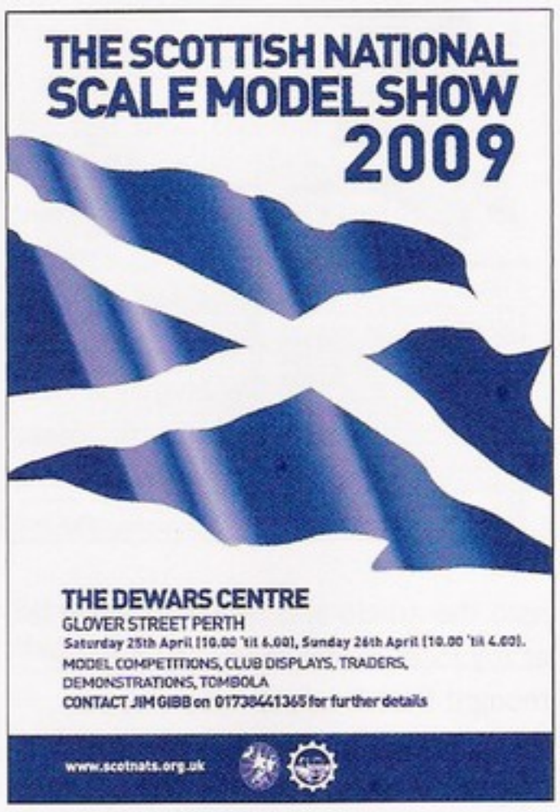
### Saturday 18th

**Poole Vikings Annual Show**
at Parkstone Grammar School, Sopers Lane, Poole, Dorset, BH17 7EA. Commencing at 10.00am until 4.30pm. £2.00 for Adults, £1.00 for Senior Citizens and Children. Contact Jez Thomson on (01963) 32385 or email at poolevikings@tiscali.co.uk

### Sunday 19th

**East Midlands Model Show**
Hinckley Leisure centre




### Saturday 25th – Sunday 26th

**Scottish National Scale Model Show 2009**
The Dewar's Centre, Glover Street, Perth, 10am to 4pm. Contact: Jim Gibb 01738 – 441365 HYPERLINK "http://www.scotnats.org.uk" http://www.scotnats.org.uk

## MAY

### Saturday 2nd – Sunday 3rd

**2009 Illawarra Scale Model Expo**
incorporating the NSW Scale Model Competition. Koonawarra Community Centre, Fowlers Road Dapto (South of Wollongong) NSW. See http://ipma.hobbyvista.com/ or contact Darren Dickerson on 0419 148 335, email ipma@gibstuff.net

### Sunday 10th

**The Potteries Model Show**
this year will be held at the usual venue of Meir Community and Education Centre, Pickford Place, Meir, Stoke-on-Trent, ST3 7DX. Doors open at 10am. Traders and club stands, refreshments will be available throughout the day. For the competition this year there will be a prize of £150 of model vouchers for the Senior Best in Show, courtesy of Model Hobbies.co.uk. and the Junior Competition will have a voucher prize courtesy of Affinity Models.

### Sunday 10th

**The 9th Gloucester IPMS Model Show**
will be held at Churchdown Community Centre, Parton Road, Churchdown, Gloucestershire, GL3 2JH. 10am – 4.30pm. Contact Alan Firbank 01452 610605 afirbank@aol.com or Jeff Brown 01285 659254 gundylunch@sky.com

### Saturday 16th

**Southdowns Model Show**
at Lancing Parish Hall, Lancing West Sussex. Traders, Clubs and competiton with light refreshments. Doors open 10:30. Please contact Paul Janicki on 01403782638 or Craig Wells on 01273 279635 for more info.

### Saturday 23rd

**Torbay Military Modelling Society/IPMS Torbay 38th annual show**
Torquay Town Hall, Castle Circus, Torquay, TQ1 3RD www.torbay-ipms.org.uk Contact: wellzy_2000@yahoo.com

### Saturday 23rd – Sunday 24th

**Scale ACT '09**
The Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, Canberra, Australian Capital Territory (ACT), Australia. Features scale model displays, competitions, traders, a swap 'n sell, and a dinner on the Saturday evening. www.actsms.asn.au Contact Ike Grieve on (+61) 2 6291 1900

### Saturday 30th

**2009 Western Canadian Model Contest**
at the Nanton Lancaster Museum, located just south of Calgary. Details available online via the club website at www.rockymountainmodelclub.com.

### Saturday 30th

**IPMS Salisbury's Annual Model Show**
and Competition 0930 – 1630 at Wyvern College, Church Road, Laverstock, Salisbury, SP1 1RE, UK. Over 45 Clubs, SIG's & Traders. Contact Don Bartlett, 01985 851113, kateanddon@btinternet.com or visit www.IPMS-Salisbury.org

### Sunday 31st

**Hendon Scale Model Show**
at the RAF Museum, Hendon, London 10.00am to 6.00pm. Free admission and parking. Hannants of London will be open. For more info contact hendonmodelshow@yahoo.co.uk

## JUNE

### Saturday 20th

**Fife Model Show**
East-Neuk IPMS. 10am – 5pm, YMCA Hall, Bonnygate, Cupar KY15. Contact Dave 01334 652439 or Bruce 01382 543104

### Sunday 28th

**IPMS Coventry & Warwickshire Show**
in association with Midland Air Museum. Entrance includes museum fee. Contact the museum on 024 7630 1033 or Stephen 01675 481687

## JULY

### Saturday 18th

**IPMS Roanoke Valley's Virginia Shoot Out Model Show and Contest.**
Roanoke Civic Centre Exhibition Hall, 9am – 5pm. Tim Ward +1 540 977 6205 or visit HYPERLINK "http://www.rvipms.com" www.rvipms.com for details

### Sunday 19th

**Letchworth Showcase 2009**
Plinston Hall Letchworth. Bob Parker 01480 891710 robrenparker@sky.com

## AUGUST

### Sunday 23rd

**Avon IPMS 20th Show**
to be held at Yate Leisure Centre, Kennedy Way, South Gloucestershire. 10.00 to 17.00, free parking, open competition, club displays, trade stands, refreshments available. Clubs and Traders e-mail Kevin Webb at hippo58@blueyonder.co.uk Other Enquiries contact Mike Lumb 0117 931 5600 (eve)

## SEPTEMBER

### Sunday 20th

**IPMS Fenland and Spalding Model Club Wings & Things 2009**
sponsored by JB Models at the Grammar School, Spalding Lincs. For more information contact Steve Abbott 01778 347695

## OCTOBER

### Friday & Saturday 16th – 17th

**JERSEYCON - IPMS USA Region 2 Convention**
Presented by New Jersey IPMS at the Holiday Inn in Runnemede, New Jersey (In South Jersey off the lower exits of the NJ Turnpike). Theme: 'To the Nines -1939-2009.' Contact Big Bill Schwarz 732-567-3724 (no calls after 9pm) or email tomcatter53@optimum.net. Keep watching our website www.njipms.org for updates

This service is offered free to event organisers who wish to give advance notice of their shows. Send information to:
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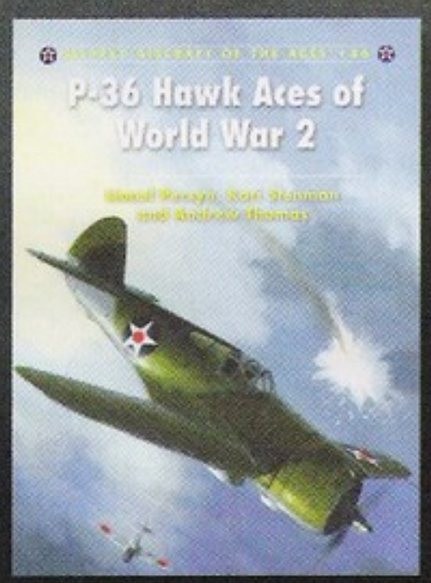
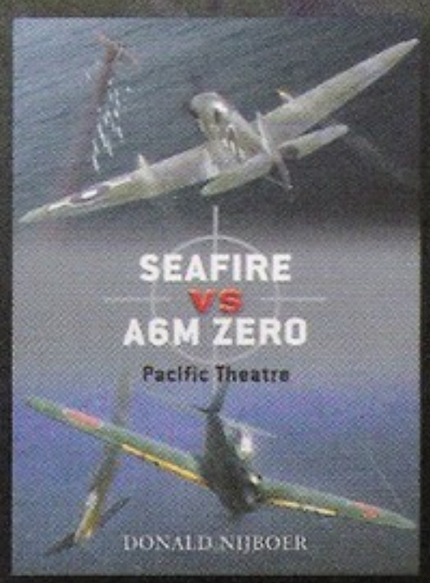
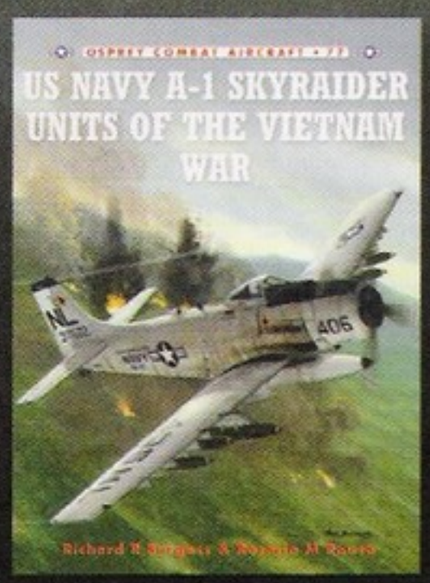
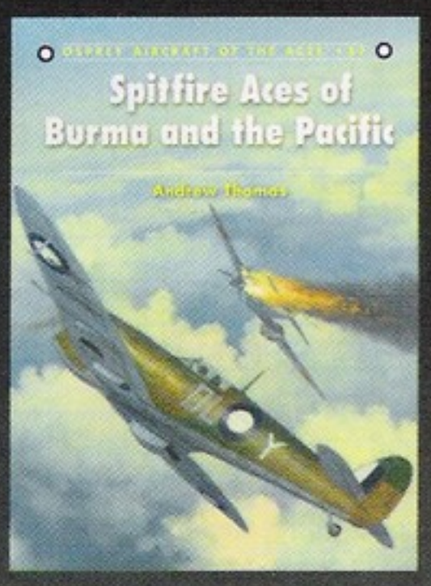
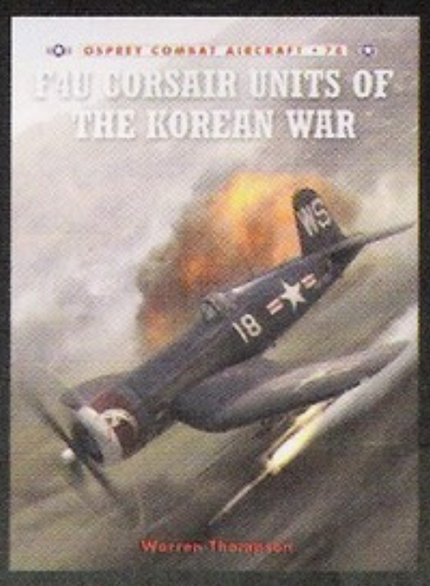
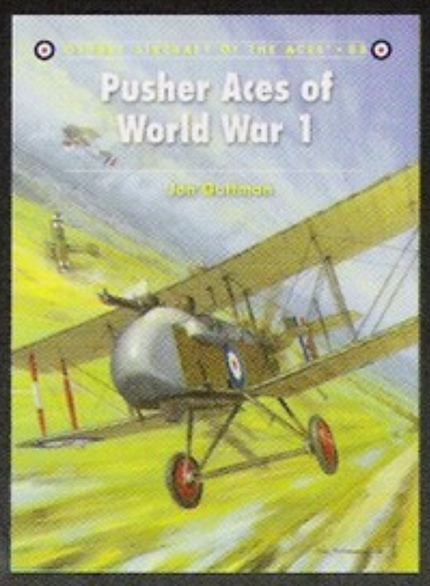




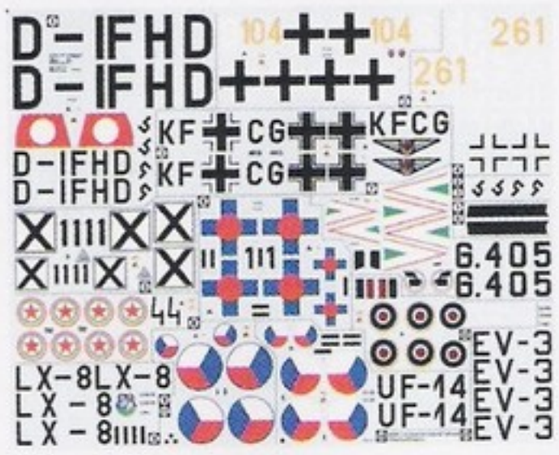





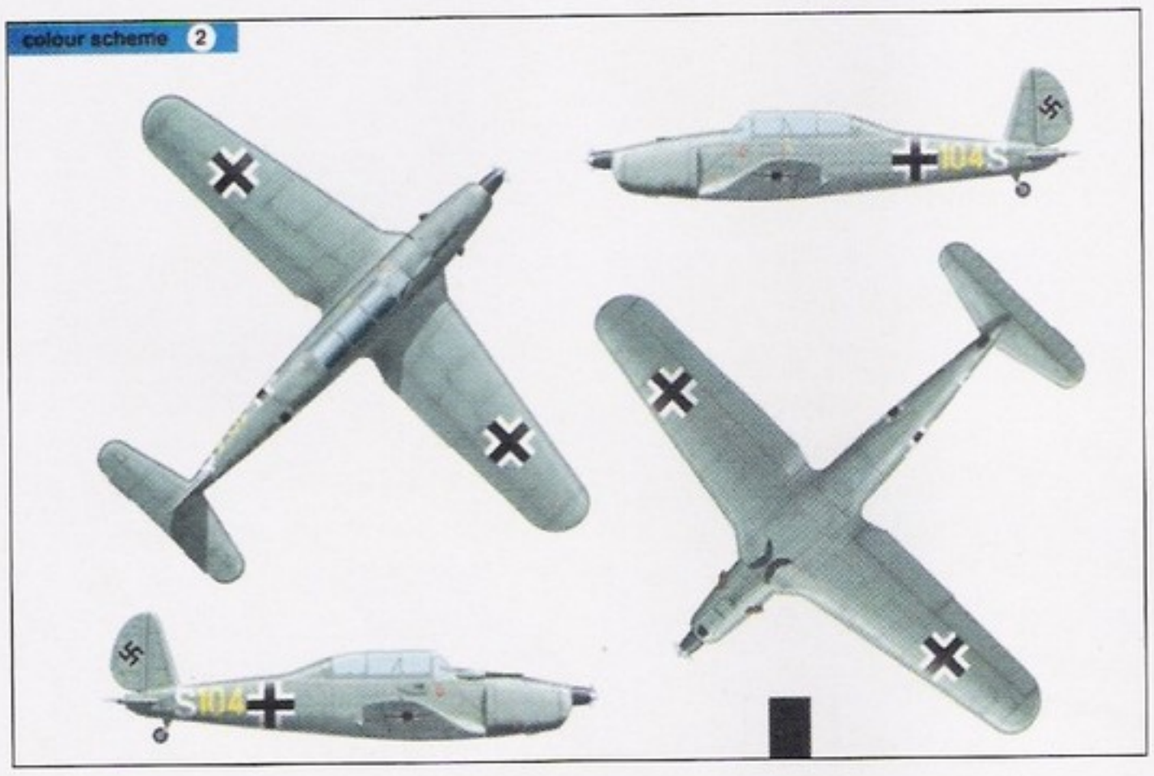

AVAILABLE FROM YOUR LOCAL BOOKSTORE AND WWW.OSPREYPUBLISHING.COM

# Books

## Arado Ar 96 – Colours and markings



This is the latest in Mark I/4+'s 'Dozen Set' series, and is a perfect example of a book designed specifically for modellers, by modellers, with no extraneous content whatsoever. The book has selected twelve individual aircraft, and each is covered with a page of colour artwork, giving four views, and at least one original photograph. Other photos are included, and these give walk around details, as well as showing other original aircraft from the various air forces covered.




The book comes with a large decal sheet offering markings for all twelve machines illustrated, and the package is available as either 48002, with 1/48 decals, or as 72002, in the smaller scale.

This is a beautiful and highly practical presentation, covering the little trainer thoroughly and expertly, and includes markings for Luftwaffe, Slovak,, Czech, Hungarian, and captured British machines.

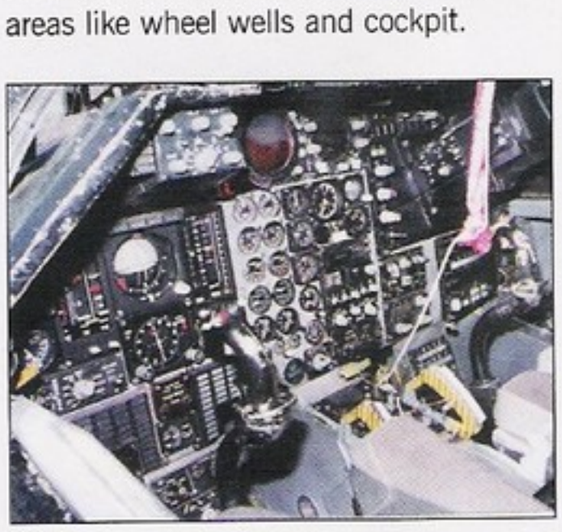
**GH**
● SAMI

**BOOK**

| |
|---|
| Author: Michael Ovacik and Karel Susa |
| ISBN: 978 8086637 10 5 |
| Publisher: Mark I. Ltd in co-operation with 4+ |
| Format: Softback, 28pp. Decals included |

## F-111 Aardvark

Following the usual format for Squadron's Walk Around books, this is the latest addition to the colour series and follows a foromula so well-tried and tested that these books have become almost mandatory. If you want to see it, buy the Squadron book! This book covers every inch of the aircraft, using spectacular colour photography, and is particularly strong in those important areas like wheel wells and cockpit.

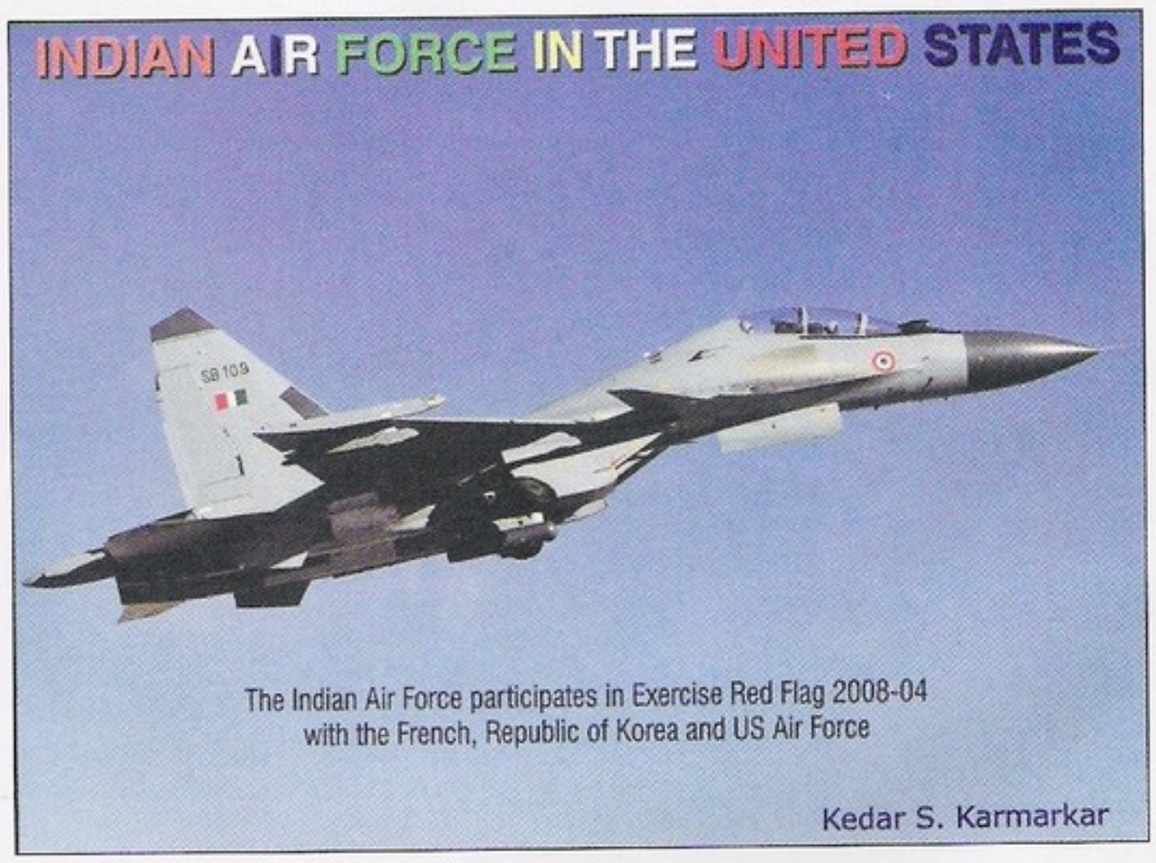


**BOOK**

| |
|---|
| Author: Ken Neubeck |
| ISBN: 978 0 89747 581 5 |
| Publisher: Squadron |
| Format:Softback, 80pp |

Another perfect title for the modeller, and Squadron are to be commended for continuing this highly successful series. www.squadron.com

**GH**
● SAMI




## Indian Air Force in the United States

Beautifully illustrated with colour photography throughout, this landscape format A4 book depicts all aspects of the Indian Air Force's participation in *Red Flag 2008,* and operations leading up to the exercise itself. Lots of excellent views are included of Sukhois and Il-76s mingling with adversaries and other Red Flag participants, and it affords an all-to-rare close-up of this interesting air arm, and an opportunity to study up close the colours and markings of the aircraft it flies. Extensive captions describe the action and the aircraft themselves.

Available only through The Aviation Bookshop www.aviation-bookshop.com

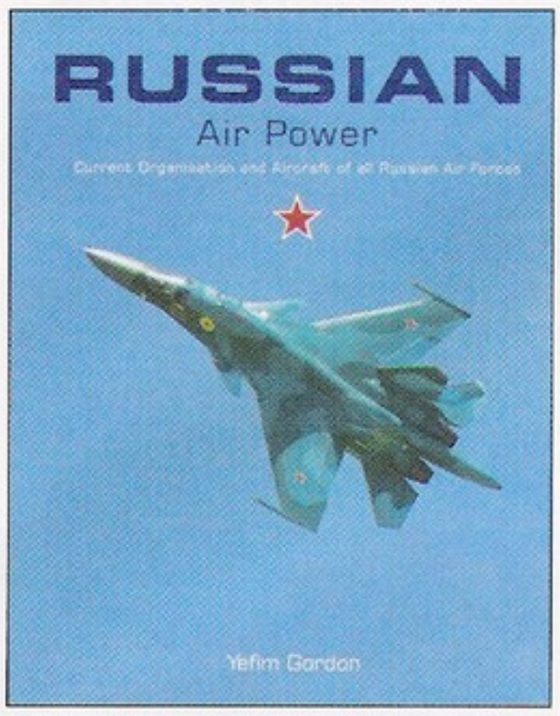
**GH**
● SAMI

**BOOK**

| |
|---|
| Author: Kedar S. Karmarkar |
| ISBN: N/A |
| Publisher: Aviation Bookshop |
| Format:Softback, 88pp |

# Russian Air Power

Another major work from this source on subjects related to the former Soviet Union, The book outlines the Russian Air Force's current order of battle, including complete descriptions of all the Air Force and Navy's current fixed wing aircraft and helicopter types. Of particular use to




**BOOK**

Author: Yefim Gordon
ISBN: 978 1857 8031 67
Publisher: Ian Allen Publishing
Format: Hardback, 336pp

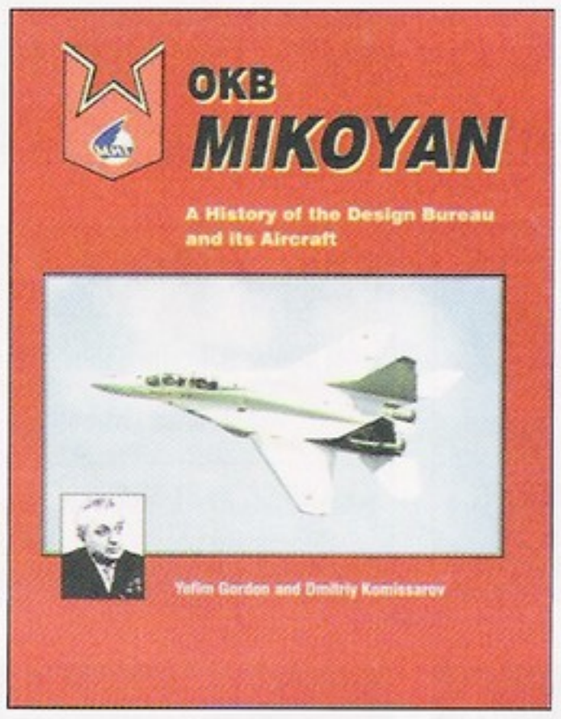
the modeller is the inclusion of weapons and stores, with plenty of images and details to help demystify this often neglected area - we are often content simply to glue on the bits in the box, without knowing what, or how accurate they really are.

A mass of colour photographs and maps paints a complete picture of a modern day air force one might have assumed was rusting, neglected, in a patch of weeds somewhere. Far from it. The people, the places, and the machinery of Russia's still potent air arm are well-documented in this important book.

**Barry Brine**
SAMI

# OKB Mikoyan

Goodness what a book! It's a bit like a Puttnams for MiGs, and has the most astonishing amount of information. Every variant, licence-built




**BOOK**

Author: Yefim Gordon and Dmitriy Komissarov
ISBN: 978 1857803075
Publisher: Ian Allan
Format: Hardback, 540pp

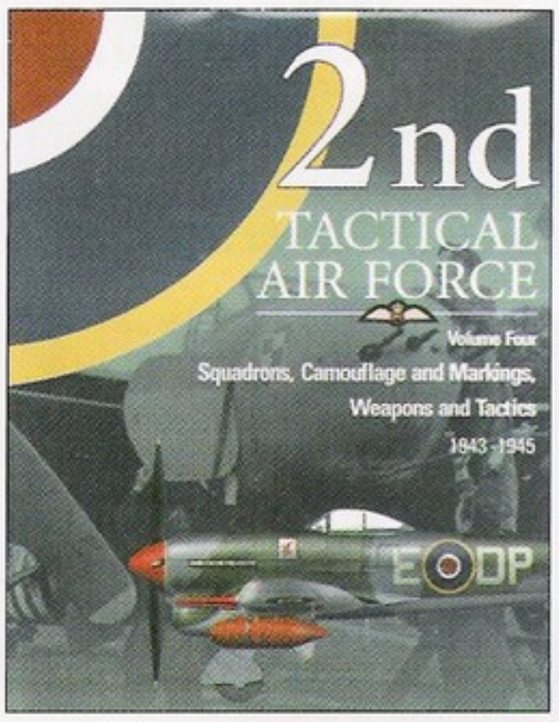
version, prototype and spin-off receives full treatment, with a plethors of photographs and line diagrams illustrating differences in similar airframes, so that nothing is left to chance. It's a very precise book, and will serve as a perfect starting point for any project involving the works of the Mikoyan Design Bureau.

I cannot recommend this book highly enough to anyone either collecting an aviation library or modelling Russian aircraft subjects. It is a masterpiece.

**Roger Sumner**
SAMI

# 2nd Tactical Air Force – Volume Four

This long-awaited fourth volume in the acclaimed series features a quantity of hitherto unpublished




**BOOK**

Author: Christopher Shores and Chris Thomas
ISBN: 978 19065 37012
Publisher: Ian Allan
Format: Hardback 176pp

information, and includes a lot of anecdotal material from pilots, and details of missions flown.

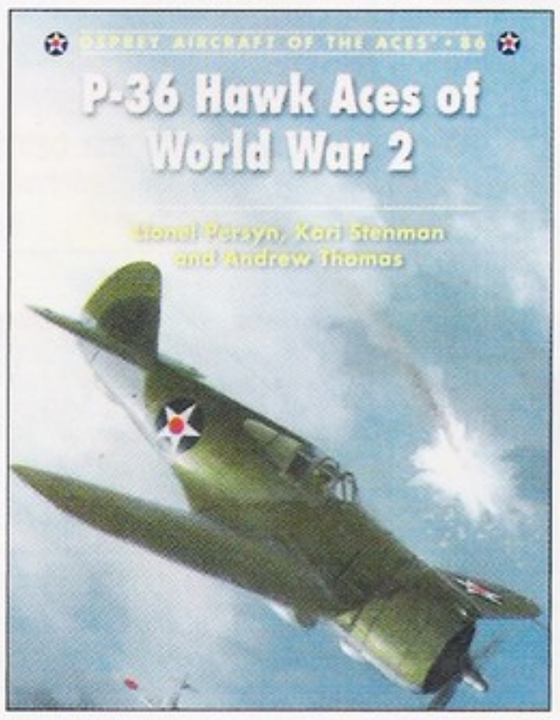
Camouflage, markings, and ordnance are covered exhaustively, and the colour profiles provided add to the overall impressive presentation that has made this series a must for any enthusiast, as well as a unique work of reference on this very broad subject.

All four volumes in this series can be highly recommended.

**Christopher Trace**
SAMI

# P-36 Hawk Aces of World War 2

Osprey are rightly regarded as one of the modeller's essential libraries, and to be honest without having seen this book it would never have occurred to me that there were any aces flying the P-36, as it is generally regarded as an




**BOOK**

Author: Lionel Persyn, Kari Stenman and Andrew Thomas
ISBN: 978 1 84603 409 1
Publisher: Osprey
Format: Softback, 96pp

also ran, or a predecessor to something more celebrated.

But, of course, the Finns flew them. Most of the pilots who made ace whilst actually flying the Hawk were naturally, French and Finnish, and the book covers these but also looks at other subsequent aces who flew the machine, so there is some coverage of the machine in US and Commonwealth service.

This is an essential book for anyone tackling the aircraft in model form, and will equally inspire anyone reading it to go out and buy a kit. Highly recommended.

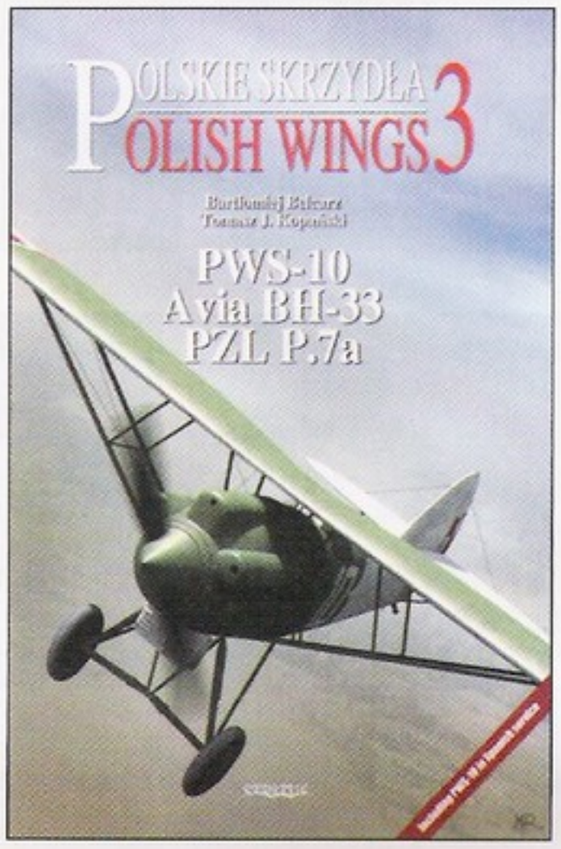
**Royston Melwale**
SAMI

# Polish Wings 3 – Avia BH.33 (PWS A), PWS.10 & PZL P.7a

Another classic case of chicken-before-egg. Having previously little interest in the Polish Air Force, these books are drawing me in, and all of a sudden I find myself browsing the catalogues of Broplan, Chorozy, Mirage and Ardpol for likely subjects.

What is particularly pleasing about this series is the format in which colour profiles are interspersed with black and white period images. This adds a warmth to many of the pages and brings them to life.

The book gives full details of the history and service of these types – all significant in the 1930s Polish Air Force – but it is chiefly the pictures that sell the book, as the combination of the red



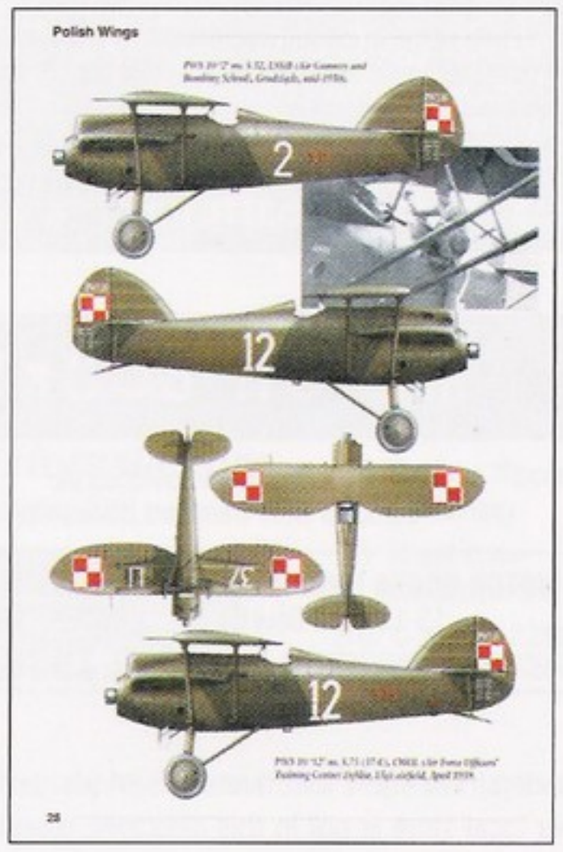

**BOOK**

Author: Bartolomiej Belcarz and Tomasz J. Kopanski
ISBN: 978 83 89450 89 0
Publisher: Mushroom
Format: Softback, 56pp

and white national markings on the olive drab is eye-catching to a degree. Details of service in Spain are also included.

I will be buying more of this series, and endeavouring to better acquaint myself with the fascinating, but frequently overlooked history involved. The Polish model industry is as enthusiastic in support of its own as the Czech, and there are a lot of interesting models to build. Let's go...

**GH**
SAMI



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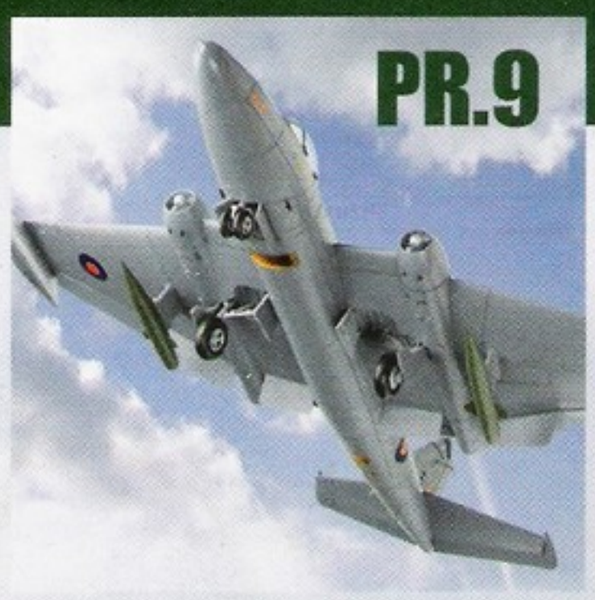

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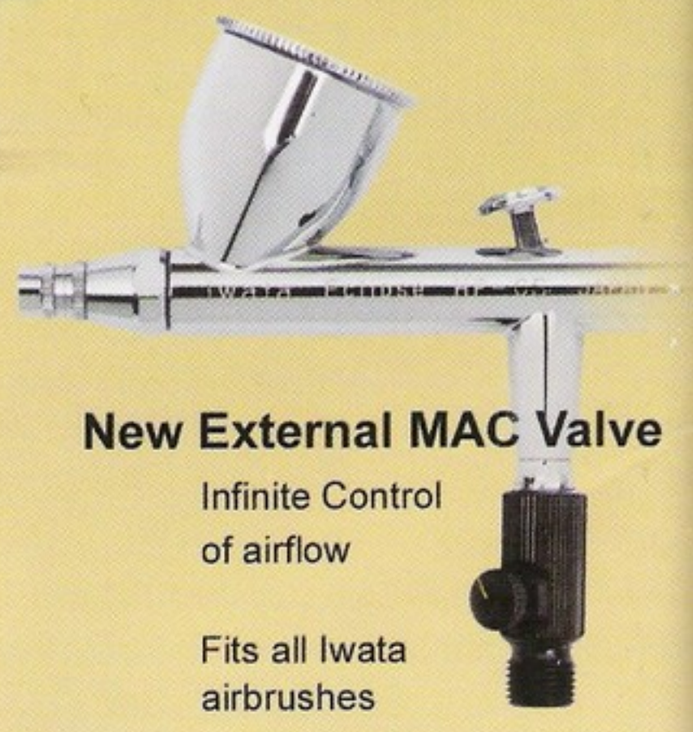

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